

Premier Refuses To Intervene On Behalf Of Cork Lord Mayor

Evidence Shows Meeting Of Brigade Leaders Was Held Under Cover Of Arbitration Court Session

(Reuter's Service)

London, August 25.—A statement issued from Dublin Castle today, says that documents, seized when the Lord Mayor of Cork was arrested, proved that a meeting of the Commandants of the Cork Brigade of the Irish Republican Army was being held simultaneously with, or under cover of, the Sinn Féin Arbitration Court, over which the Lord Mayor was presiding.

Mr. Griffith, the Acting President of the Sinn Féin League, has telegraphed to the Heads of all the States of the World, drawing their attention to the circumstances of the arrest and detention of the Lord Mayor, Mr. Terence McSwiney, M. P.

APPEAL TO KING

London, August 25.—Mr. Redmond Howard, nephew of the late Mr. John Redmond, yesterday evening sent the King an appeal, begging for clemency with regard to the Irishmen who are on the verge of death from hunger-striking. The King replied this evening assuring Mr. Howard that the appeal would receive immediate and careful attention.

London, August 25.—Replying to the appeal from the sister of Mr. McSwiney, the Lord Mayor of Cork, for the latter's release, Mr. Lloyd George telegraphed: **PREMIER'S REPLY**

"It is with profound regret that I hear of the pain inflicted on you by the determination of your brother to starve himself. It is impossible for the Government to make any exception in his case. Were they to do so it would break down the administration of law in the United Kingdom for all prisoners would claim the same privileges."

The Premier also issued a statement, emphasizing the foregoing views and pointing out that the recent release of hunger-strikers in Ireland was followed by an outbreak of cruel murder and outrage without protest from the political organization to which the Lord Mayor belonged.

IN CONSPIRACY

He declared that the very crime of which Mr. McSwiney had been convicted indicated that he was concerned in conspiracy against the constabulary whom it was the duty of the Government to protect.

The statement concluded by declaring that every invitation to the Irish Nationalists to discuss a peaceable settlement had been spurned and the Government's latest offer, made in Parliament on the date of the adjournment, had been scornfully rejected. "We are driven to fight against the claim for the complete secession of Ireland North and South, from the Empire," asserted the Prime Minister.

Educators In U.S. Want Department And Portfolio

New York, Sept. 26.—The establishment of a Federal Department of Education, with a cabinet officer at its head, is endorsed by 90 percent of the members of a special committee of the National Economic League, and by 70 percent of the membership of the organization. Among the committee are the following well-known educators: Paul Hanus of Harvard University; David Starr Jordan, chancellor emeritus of Leland Stanford Junior University; President Kenneth C. M. Billa of Bowdoin College; Payson Smith, State Commissioner of education for Massachusetts; President William T. Foster of Reed College, and President Robert E. Nims of the University of Texas.

"Federal promotion, financial and otherwise, of rural education throughout the country is advocated by the committee, and also Government aid to colored schools of the South, particularly those located in rural communities. Vocational education and guidance and a minimum wage for teachers 'not less than the wages of skilled artisans' are urged.

"That the educational resources of the public schools and colleges be made available to the workers of America in the form of systematic courses of instruction, employees being invited to co-operate in facilitating arrangements for such instruction," is the opinion of almost all the members of the League.



Sultan's Sixth Wife Goes On Honey Moon As He Hunts Silver

The Sultan of Sulu, who enjoys an annuity of 6,000 Mexican dollars from the British North Borneo company from a treaty arrangement dating from the rule of his grandfather, was recently brought to the impression that he was to have been paid this annuity in pounds sterling—6,000 pounds a year instead of 6,000 Mexican dollars, as well defined information comes from Zamboanga.

The Sultan, who enjoys cock-fighting, horse racing, bull-fighting and other mild diversions costing even a potentate money, set him down with paper and pencil, it seems, and teted up an account against the British North Borneo company which amounted to about P1,500,000. Then, with the double purpose of collecting this amount and getting away from Jolo during the honeymoon of his sixth wife, who eloped with the chief of police of Jolo, made a trip to Borneo, ensconced himself in the royal palace maintained for him there and presented his claim.

After the needful diplomacy and reference to the original treaty with the Sultan's grandfather, the authorities in Borneo were able to disburse the Sultan's mind of the impression made by the statements which had been conveyed to him in Jolo. He returned to Jolo convinced that 6,000 Mexican dollars is his rightful annuity. Even this, at prevailing rates of exchange, is nearly double what he receives in normal times.

FOUR FOREIGNERS GIVEN DEGREES BY NATIONAL COLLEGE

(Staff Wire To The China Press) Peking, August 28.—For the first time in the history of Chinese education, four honorary degrees were conferred on four foreigners of international fame by the academic senate of the Government University of Peking today.

The recipients of the degrees are M. Paul Painleve, former French Premier, Doctor of Science; Dr. Paul S. Reinsch, former political advisor to the Chinese government and now candidate for the U. S. Senate, Doctor of Laws; M. Joubert, Rector of the Lyons University, France, Doctor of Letters and Prof. John Dewey, Exchange professor from Columbia University, Doctor of Philosophy.

5,000 Americans May Wear Medal

Paris, August 20.—It is estimated here that over 5,000 American citizens are entitled to wear the new French commemorative war medal authorized by the Government. The new service badge is for all who served with the French colors in the World War.

The new medal will be of bronze. It will be suspended from a ribbon striped alternately red and white. A special clasp in bronze will be attached to the ribbon in the case of all non-conscripted veterans who served as volunteers. Every American entitled to the medal will be entitled to the clasp.

Oyama And Sawa Must Stand Trial For Sale Of Maps

(Reuter's Pacific Service)

Tokio, August 27.—The preliminary trial was completed yesterday of the case, which created a stir some time ago and in which Oyama, nephew of Field Marshal Oyama, and Sawa, a student of British law at the Imperial University, are charged with selling secret military maps, stolen from the Russian Survey Department at Harbin, to foreigners.

Both the accused were found guilty and were bound over for public trial, which will probably take place early in October.

COMMERCE SLUMP IS PREDICTED BY BIG ECONOMIST

Doctor Clapham Believes U.S. Will Suffer More Than Great Britain

(Reuter's Service)

London, August 25.—Doctor J. H. Clapham, the well-known economist, speaking at the annual meeting of the British Association at Cardiff, prophesied a great industrial and commercial slump. He said that, in his opinion, America would suffer more than Great Britain. A slump was more certain in America because her position bore more resemblance to England's in 1916/17.

Dr. Clapham dwelt on the effects of America's changing from a debtor country, before the war, to a creditor country now, and also on the effects of America's trade with wine-exporting France as the result of the adoption of a duty policy.

Asquith's Daughter Favors Revision Of Divorce Laws

London, August 26.—Britain's leading woman politicians are in vanguard over the divorce question.

While Lady Astor recently spoke in the House of Commons enlarging on the necessity for tightening the marriage bond rather than loosening it, Lady Bonham Carter, daughter of former Premier Asquith, declares that new divorce laws are absolutely imperative. "It is not so much easier divorce that we want today. It is fairer divorce," she says. "We want equality of treatment for the sexes, equality between rich and poor; we want for all innocent victims of unhappy marriages a clean and honest way out, not one which depends on trickery, faked evidence, and a hired accomplice."

Pointing out the tragic circumstances of the poor in cases of incurable drunkenness, cruelty, and desertion, Lady Bonham Carter asks why those "with blind minds admit in fallibility should presume and deem their fellow creatures to such a fate?"

"When I hear it urged in the name of Christianity that these things must go on, and when I hear the name of the great and gentle founder of our religion invoked, as it constantly is, in this controversy, I long to remind people that though he embraced the Cross himself, he never advocated that we should crucify one another."

What specially appeals to Lady Bonham Carter in the matter is not any particular point in ecclesiastical law or history, but "the great and undeserved misery which thousands of innocent victims of unreal marriages—men, women and children—are suffering without hope today."

Hears Phonograph 800 Miles By Radio Phone At St. Johns

St. Johns, N. F., August 24.—Selections from a phonograph on the steamer Victorian, 800 miles east of here, enroute to Montreal from Liverpool, were heard distinctly at the wireless telephone station of the Marconi Wireless Company on Signal Hill, according to officials in charge.

A few days ago officials at the wireless telephone station in Newfoundland heard voices speaking from a station in England, though the words could not be distinguished.

KEEP "KICK" BUT NOT "TANGLEFOOT" HOME BREW RULE

Over One-Half Of One Percent Alcohol Lawful In Drinks

HOUSEHOLDERS' RULES MAY PREVENT WALKOUT

Can Take Fruit To Mill If Liquor Is To Be Used In Home

Washington, July 23.—Prohibition enforcement officers have let up a little on home-made drinks. They have virtually lifted the ban on cider and other "non-intoxicating beverages" by declaring in effect, that the definition of one-half of 1 percent may be disregarded if the stuff manufactured is used at home.

A decision of the Bureau of Internal Revenue interpreting the law relating to "cider and fruit juices" as follows:

"Any person may, without permit, and without giving bond, manufacture non-intoxicating cider and fruit juices, and in so doing he may take his apples or fruits to a custom mill and have them made into cider and fruit juices."

"After such non-intoxicating cider and fruit juices are made, they must be used exclusively in the home, and when so used the phrase 'non-intoxicating' means non-intoxicating in fact and not necessarily less than one-half of 1 percent of alcohol, as provided in section 1 of the said act."

THE RISK IS THERE In other words it is held that one may buy fruit, have it made into ciders and fruit juices, which he may consume at home until they make him "feel good." A real kick is permitted.

This relaxation on the part of the enforcement officers is said to have been inspired by Southern Congressmen in fear of the wrath of country people who have been so incensed to protest as far as they go in making beverages from anything they produced on the farm.

Up to the time of National Prohibition these home drinks in (Continued on Page 2)

TRIPLE ALLIANCE TO HAVE FINAL WORD ON STRIKE

Miners Expected To Vote By Large Majority In Favor Of Move

Believed Direct Action Will Be Avoided Unless Outside Funds Appear

London, August 25.—While it is considered that the miners' ballot will result in a large strike majority, it is understood that this is officially regarded as indicating little more than loyalty to the men's leaders, as it is declared that Mr. Robert Smillie, President of the Miners' Federation, will not advise direct action without the certain cooperation of the whole Triple Alliance, but there is evidence that the Alliance will hesitate to sanction a combined strike unless outside unions agree to finance it.

(Reuter's Service)

Moderates For Peace. Moreover, the Moderate Constitutionalists like Mr. Clynes will throw their whole influence into the scale to preserve industrial peace.

It is understood that before a strike, the Committee of Labor Leaders, which interviewed the Government on the occasion of last year's railway strike, would intervene.

STAMPED OUT

It is declared that the Government is convinced that Mr. Smillie will be unable to stamp out his own Federation or the associated unions into precipitate action.

It is possible that, as a last resort, the Government will appeal to the country on the single issue of the rights of the country against sectional interests. In the event of a pro-strike ballot the Triple Alliance will meet next week to consider the situation but a Labor official expressed the belief that the Alliance itself will not take a course of direct intervention against the Government.

New United China Is Hope Of Premier He Says In First Outline

Chin Yung-peng Gives Interview To Press Discussing Policy He Has In View For Nation

(Reuter's Pacific Service)

Peking, August 28.—The Premier, Chin Yung-peng, was interviewed by foreign correspondents yesterday evening. He spoke for three hours. The following is a brief summary of his statement.

Chin Yung-peng said that he intended to work for union between the North and South, both in letter and spirit, and to seek assistance to this end from all quarters. Once the country was united, the next step would be to change "this ancient country" into a New China. The world was progressing but China was lagging back. His idea was to make China the receptacle for all civilizations. She must follow the most modern of other countries and march with the times.

Hitherto men of indifferent ability had been appointed to office or those, trained to one occupation, placed in another. He hoped to get the right men in the right positions, good service alone determining promotion. Thus he hoped to establish a civil service, based on merit.

FOREIGN RELATIONS

Referring to foreign relations, the Premier remarked that China, at least during her recent history, had shown a friendly and peaceful disposition and there had not been a single case of aggression against foreign nations. He hoped that foreign countries would henceforth meet China with the same spirit of cordiality and sympathy, with which China was attempting to meet them.

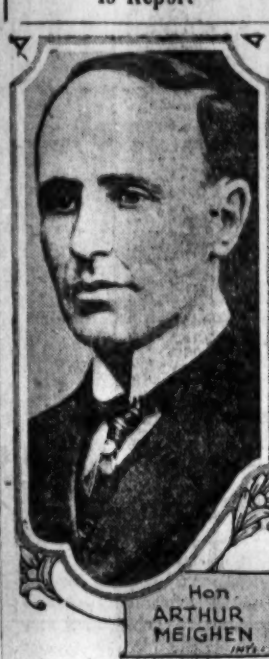
With regard to education, the Premier said that he hoped to make primary education compulsory so that more intelligent ideas should prevail and so that the people should take a proper interest in public affairs.

Employment should be assured to the people, for which purpose liberal encouragement of industries, agriculture and business was essential. The cooperation of foreign capital should be invited.

MONEY SHORTAGE

Though the government was short of funds, this difficulty was

To Succeed Borden As Premier Of Canada, Is Report



The Hon. Arthur Meighen, Minister of the Interior of Canada, has accepted the invitation of the Governor-General to form a new Ministry following the resignation of Prime Minister Sir Robert Borden, according to a report from Ottawa, Canada. Mr. Meighen is the youngest man to be called to the Canadian Premiership. He is forty-six years old. He has represented Portage La Prairie in the House of Commons since 1908, and has held the cabinet posts of Solicitor General, Attorney General, Superintendent of Indian Affairs and Minister of the Interior.

NORTH CAUCASUS RISES IN BODY TO DOWN BOLSHIEVIKI

(Reuter's Service)

London, August 28.—The Constantinople correspondent of the Times telegraphs that practically the whole of the Northern Caucasus has risen against the Bolsheviks. General Wrangel's forces, after landing at Jeksk, have reached the neighborhood of the important Tiflis-Kislovodsk Junction, which is believed to have been captured.

A force of 10,000 ex-officers and Zemstvos is threatening Kestovsk, midway between the Sea of Azov and the Caspian Sea. The Daghestani Moslems near the Caspian have risen and cut the Baku Railway.

Tsingtau To Have Preparatory School

Dr. Arthur F. Torrance Heads Faculty Of Academy To Open In October

The Tsingtau University Preparatory Academy is a newly launched educational institution located on the heights of Tsingtau and is to afford courses of training for young men, Americans and Englishmen, leading to university matriculation. In addition to this the school will give special instruction in modern commerce, office executive training, physical culture and athletics.

The faculty headed by Dr. Arthur F. Torrance, A.B., A.M., B.D. and Ph. D., will be composed of a President and staff of professors holding the degrees of B.A., M.A., each of whom is especially qualified by experience and personality to supply training in line with the aims of the school. Special teachers are to give instruction in English, French, Italian and Russian and a music instructor, athletic director, house matron and other assistants are included in the organization.

The curriculum will be based on the latest principles of modern education and the text books and methods will be those approved by the various state boards of education in the United States. Upon completion of the several courses certificates of graduation will be granted and at the end of the full course a university entrance examination will be afforded and successful students granted a diploma recognized by all standard American universities as the equivalent to entrance without examination.

The formal opening of the school will take place on October 2.

POLES REJECT TERMS OFFERED BY RUSSIA FOR END OF WARFARE

Labor Council Of Action Demands Same Action In This Instance As Was Taken By Great Britain Against Bolsheviks; Conference Nears End

(Reuter's Service)

London August 25.—The Daily Herald publishes the following telegram from Minsk dated August 23:

"The Polish reply to the Russian peace terms amounts to a flat rejection. Out of the fifteen Russian demands, only one, namely, that for demobilisation, is accepted, provided that demobilisation is mutual. The general impression is that the next sitting will be the last."

SHIPPING LAW BRINGS TREATY PUZZLE TO U.S.

Conflict In Pacts Is Seen As Time For Act Approaches

Washington, August 26.—Officials have expressed the opinion that it is impossible to amend or cancel commercial treaties which the Jones shipping law affects before September 3.

Probable recourse will be had to a plan dating back of any action of the government. An attempt has been planned to obtain amendments of existing commercial treaties in accordance with the spirit of the law, rather than a denunciation of whole treaties, for then it would be possible to avoid the automatic application of the five percent differential duties favoring American shipping under the Underwood tariff law, which it has been found would apply.

Officials doubt that the procedure would be acceptable at home, but important to governments which prefer to adopt retaliatory measures rather than submit to discriminatory duties imposed on imports to America.

Thus far there have been many inquiries and formal exchanges, but no threats of retaliation. The foreign press, chambers of commerce and commercial agencies, do not hesitate to express a disapproval of the law.

CABINET ORDERS SZE AND KOO TO EXCHANGE POSTS

(Reuter's Pacific Service)

Peking, August 28.—The Cabinet this morning approved the proposal that Mr. Alfred Sze, the Chinese Minister to Great Britain, and Mr. Wellington Koo, China's representative at the Council of the League of Nations should "exchange posts." A mandate, confirming this, will probably be issued shortly.

The Chinese press surmise that the idea is that Mr. Wellington Koo should present China's views on the Anglo-Japanese Alliance to Great Britain but the Cabinet's decision is more probably connected with the League of Nations with which Mr. Koo is closely identified in Chinese minds.

Area Northeast Of Bagdad Quiet

(Reuter's Service)

London, August 25.—A War Office communique, issued today, stated that the area, north-east of Bagdad continues quiet and that the Mosul and Bagdad areas are normal.

There has been no further fighting on the Middle Euphrates and the blockhouse system along the Hilleh Railway has been completed.

In the course of punitive operations, severe losses were inflicted on the Arabs by the gunfire of the Sikhs and by a charge by Indian lancers. Persian Cossacks to the north-west of Persia have defeated the Reds at Rustamabad and the latter are fleeing in rout to the north.

(Reuter's Service)

London, August 25.—The Labor Council of Action, replying to Mr. Lloyd George's and Signor Giolitti's note of August 23, declares that it must read as a move in the direction of war and reactionary policy in which the civil militia proposal is being used as a pretext.

Furthermore, the reply continues, the Poles' refusal of the Russian terms immediately brings Mr. Lloyd George's bona fides to the test as to whether he will apply to Poland the same peremptory methods as he applied to the Russians when they seemed to him to transgress beyond the bounds of reasonable policy.

WOULD MEET RUSSIA

Finally, the Council is convinced that it is necessary immediately to open peace negotiations between Great Britain and Russia, to cease all support of Poland and to withdraw all British warships from Russian waters.

GERMANS AID REDS

Warsaw, August 27.—Reports that large numbers of German officers are active in the Bolshevik Army have been reliably confirmed.

According to trustworthy information, at least fifty German and Austrian officers, some of the former wearing old Prussian uniforms, were engaged in the battles in Beresina.

Among the names cited is that of General Parsky, who reorganized the Red Intelligence Department. Lieutenant Baron von Brighausen, who was given charge of the air force; Colonel Beck and Lieut.-Col. Schmidt, appointed to the revolutionary staff. Among the air squadron commanders appear the names of Von Below, Bergen, Schiele and Quedsdorf. Still others listed are Lempe, Von Griese, Van Karadoff and Von Buttle. Several of these are of the general staff.

KELLY'S FATE UNKNOWN

Poughkeepsie, N. Y., August 27.—The State Department at Washington has been asked to ascertain the fate of Captain Arthur Kelly of Beacon, who when last heard of had fallen in his airplane behind the Bolshevik lines on the Polish front. Whether he was killed or captured is not known here as yet. He was serving with the Polish forces.

Fire Extinguished By Sinza Division

Fire in a contractors' yard off of Robison Road near Robison and Gordon Roads was kept from adjoining properties and extinguished last night by the Sinza Division after it had started to spread in all directions. The yard in which the fire broke out is situated between the Pac Ching Cotton mills Nos. 1 and 2 and the Sacy Tai Stone Powder company's premises. A quantity of tar light in one of the sheds in the contractor's yard added considerably to the task of the firemen as it helped spread the flames and considerable difficulty was encountered in bringing an adequate water supply to the scene.

Debs Asks No Extra Favors For Himself

Washington, August 27.—Eugene V. Debs, socialist candidate for president has issued the following statement from his cell in the Atlanta penitentiary: "While I appreciate all my comrades have done for me, I wish no special consideration. I wish to fare no better than my comrades."

KEEP "KICK" BUT NOT "TANGLEFOOT" HOME BREW RULE

(Continued from Page 1)
cided apple brandy, elder, blackberry and grape wines, and other softer things.

MANUFACTURERS PROTEST

Manufacturers of industrial alcohol and druggists are wrought up over a recent decision of the Commissioner of Internal Revenue restricting "legitimate business." Prohibition enforcement officers have lifted eighteen elixirs and tinctures from the pharmacopoeia and branded them as intoxicating liquors that can be used for beverage purposes. The things so labelled are the "vehicles" used by doctors for compounding their prescriptions.

It is charged by the makers of industrial alcohol that they are being forced out of business by blue law regulations, not justified by the Volstead or other acts of Congress.

When the Eighteenth Amendment went into effect it was announced by the Treasury Department that the Government would do everything within its power to build up an industry in alcohol, the manufacture and sale of which was proper under the new laws. The situation today is:

The demand for alcohol for industrial purposes is very much greater than the supply, and the price has doubled. Those who have to have it are forced to pay from \$7 to \$8 where they used to pay \$4.50.

New United China Hope Of Premier

(Continued from Page 1)
fection was to be proclaimed. When this was settled, it would only be a matter of a few days before it was issued. Yunnan for the time being might not be a party to the Covenant but this would not prevent the proclamation of unity. It was confidently hoped that an agreement, acceptable to Yunnan might be negotiated.

OPPOSES CONVENTION
The Premier, in reply to another question, voiced the difficulty, with which the de facto government was faced, with regard to the demand for a People's Convention, which would have been a simple matter after the revolution when no government existed. He fully sympathized with the desire of the people to have a voice in the forthcoming settlement and future reforms, which were essential, but he thought that, if a People's Convention could be convened, truly representative of the people, a similar method of procedure could be carried out with regard to the election of a parliament, also truly representative.

Replying to further questions, Chin Yung-peng said that the government was considering summoning a new Parliament in accordance with the Constitution. While the government would not issue a mandate, altering the law, there were some minor points which presented difficulties.

Parliament had failed on three occasions to frame a complete Constitution and the people thought that the new body should be called upon to decide the Constitution, which was a matter of the greatest importance, before the next assembly or parliament, for, if the government adhered to the Constitution, all would be well.

Fishing From An Airship Is Latest Sport



Fishing from a blimp with a rod and reel is the latest sport. The experiment was tried recently by a group of sportsmen at San Pedro, Cal., and proved a success.

Flying the pony blimp to a point unobtainable by water the party descended and dropped their lines. The photograph shows the airfishermen hauling in their catch.

fence or the other. The Republicans admit that the nomination of Governor Cox will compel them to fight harder than they had thought would be necessary. It will also compel them to speak plainer. If they are going to be aggressive, they will have to quit stalling.

FRANCE AWAITS THE OUSTING OF DESCHANEL

French President's Health Makes Appointment Of Successor A Necessity

Paris, July 24.—President Paul Deschanel has notified the Government that he will resign his office if he is unable to resume his duties within a month, according to the newspaper "La Liberté."

This announcement comes as the climax to a political situation that has stirred the French nation. In political circles for the past week there have been rumors that a move would be made in the Senate to declare the President incapacitated and name a successor.

Politicians now are feverishly discussing anew the possibility of a meeting in the Senate Chamber at Versailles soon to choose a vice-president and possibly even a president.

MYSTERY VEILS FACTS
The veil of mystery which has hidden the facts concerning President Deschanel's condition from the public was lifted somewhat by publication of an Agency Radio note saying the President's health was being restored. M. Deschanel had suffered a new relapse into a state of fatigue requiring constant attendance and complete rest.

The announcement that the President would be unable to

review the troops on the national holiday, July 14, was accepted generally as proof that his condition was most serious.

Tradition attaches the highest importance to participation of the President in the fourteenth ceremonies. The French were asking on the streets and suggesting in the press, "What's the use of having a President who is unable to take the center of the stage on July 14?" President Deschanel was unable to appear and his absence acted as a cloud over the celebration.

PARTY STRIFE RIFE

The possibility of a new election is stirring up party strife. The Socialists and Laborites are denouncing the intentions of the Conservatives to grab off the Presidency. They assert there is a plot to assemble a constituent assembly at Versailles toward the end of July to elect a Vice President who would become President under a law to be passed later, providing his succession on resignation of the President.

The Socialists say the Conservative candidate is General de Castelnau. This assertion is given some weight by the fact the Conservative press suddenly is telling the world De Castelnau is a hero and the most noble French leader. Marshal Foch, M. Poincaré and General Lyautey, Governor of Morocco, are discussed as other possible favorites with the Conservatives.

MME. DESCHANEL OPPOSES
M. Deschanel has gone to Rambouillet, as ordered by his doctors, for a complete rest. The public gets no details of his condition. He receives nobody. Mme. Deschanel is the one who is most vigorously opposing any move to supplant her husband. She is a leader of society and in addition has political ambitions that would be destroyed by the deposing of her husband.

'A' TEAM WINNER OF BYDAND CUP

Messrs. Robinson, O. S. Rowe, Cockin and Com. Hodson, R. N. composing 'A' team of the Shanghai Polo Club in the Bydand Challenge Cup competition were victors in the competition this week and will hold the cup until next year.

'A' team won by the narrow margin of one goal over each of their opponents 'B' and 'C' teams. On Tuesday 'A' and 'C' teams met in a series of well contested chukkers until the final in which 'C' who were leading by 3 goals to 2 went to pieces allowing 'A' to score no less than 4 goals to nothing leaving the result of the match 6 to 3.

On Thursday 'B' met 'C' and 'C' won by 3 to 2. Yesterday 'A' and 'B' played and 'B' won by 4 goals to 1, thus each team at one stage had its colors lowered. The final result of the tournament was 'A' 7 goals, 'B' 6 goals, 'C' 6 goals.

The members of 'B' teams were Messrs. Pearson, Brennan, Eastwood and Toeg. 'C' team was composed of Messrs. Dallas, Lindsay, Rutherford and Hiteh.

Mr. J. A. Hayes was umpire.

STANDARD GOLF BALL?

The India Rubber World, published in New York City, expressed the following opinion in its recent issue concerning the standardization of golf balls: "A leather ball, stuffed with feathers, at one time led all others in the game of golf. Had this ball been standardized—in other words, if no golf matches could be played except with the feather-

filled ball—it would doubtless still be used, and the solid core and the Haskell would never have been known. The corollary is that to standardize the present rubber-cored ball is to kill its successor, a lively durable ball that will sell at 20 cents instead of a dollar." The above is of special interest in view of recent reports that England already has "standardized" the Golf ball.

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31688

Troubling The Philosophers Of The Porch

(New York Times)

It is plain that the Republican managers did not expect the nomination of Governor Cox. It is also plain that they are a good deal upset by it. They were making all their plans on the basis of a Democratic candidate quite other than the Ohio Governor. Now they find themselves compelled to the difficult and perilous operation of changing their line of battle in the presence of the enemy. And they are getting plenty of warnings from within their own ranks that the enemy is powerful and dangerous. The New York Tribune bluntly says: "The supporters of Senator Harding will be most foolish if they do not frankly realize the formidable nature of the Cox and Roosevelt ticket." Citations like that from Republican newspapers could be multiplied. Says the Detroit Free Press: "The San Francisco Convention has chosen the most formidable candidate within its reach." The Chicago Tribune admits that they have as much of a fight on their hands as the Democrats could prepare for them. No where has the disturbing effect of the Cox combination upon the calculations of Republican leaders been more clearly set forth than by the Washington correspondent of The Province Journal. He writes:

It is as though the Republican army was "set" for an attack, when suddenly the Democrats have launched their offensive upon the Republican flank and in an unexpected quarter. The Republicans must quickly change front, after their plan of battle at the last minute, and in this transition risk a great advantage to the enemy.

One of the first results of this throwing the Republican plan of campaign into confusion is the rising demand that Senator Harding give up the idea of a rocking-chair campaign on his front porch. The cry is that he must take off his coat and take the stump in a dozen States like any other candidate forced to fight for his party. It had all been

so differently and so comfortably arranged. The amiable Senator was simply to receive successive delegations at Marion and give them large doses of his smiling philosophy of the porch. The visitors would not be exactly a "surprise party." Their coming would be known long in advance, and the remarks of their spokesman submitted to the candidate, and probably edited by him, so that he might not be made the victim of a Burchardism. But the whole affair was to be suffused with geniality. It was to be more or less of a picnic. And the Marion Star would have wound up its description of the delightful proceedings by saying: "A good time was enjoyed by all."

Now, however, all this idyllic dream of rural festivity is to be changed into the stern realities of warfare. The Tribune demands that Senator Harding "come out of his intrenchments and take the aggressive." How can a man be aggressive on his own front porch? There he is a host as well as an orator, and can't hurl art bricks at people waiting eagerly to take him by the hand. A man can be a political "sage" on his vine-clad porch, but can he be a fighter? He can be all adrip with the milk of human kindness among his neighbors and guests, but it is impossible to think of him pouring the required political vitriol through the lattice-work that shields the porch from the too fervent western sun. The whole conception of a porch campaign too much suggests a commander lying in a hammock and sleepily asking the others to go and do the real fighting.

The indications are now clear that Senator Harding will have to come off his porch, figuratively as well as literally. Sitting or gracefully standing on a porch, a candidate can abound in the opinions both of those who are for and those who are against the League of Nations. He can throw one affectionate arm about Senator Johnson and the other about Mr. Taft. But out in the open, with an opponent prodding him with questions, he will have to come down on one side of the



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THE FIRST PRIZE \$50.00 MAY BE YOURS

If you will suggest the best slogan (a descriptive eye-catching phrase) for use in our advertising of the G. I. C. Cigarettes. We also offer the following prizes for the next best suggestions:

Second prize: \$20.00 Fourth prize: \$10.00
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These cigarettes contain nothing but pure tobacco, skillfully blended, giving one a delightful smoke with no ill after-effect, which is something not every cigarette now on the market can boast of.

The G. I. C. Cigarettes are known as:

VICTORY natural aroma CIGARETTES

and they are offered to the Public at \$1.00 for a handsome tin containing 100 soul-satisfying smokes, and at 10 cts. for an attractive package containing 10 flavor-full cigarettes.

Now, send us your suggestion of the best advertising catch phrase for these popular-priced "Worth-more-than-their-cost" Cigarettes, and one of these prizes may be yours. Please remember that each letter must be accompanied by an empty package of Victory Cigarettes, and that your suggestion should reach our office not later than September 15th, 1920.

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Names and addresses of winners chosen by a special committee will be announced as soon as possible after the contest is closed.

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when you want to sell

A call at our showroom will be of interest to you?

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Hudford Garage

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Phone, Central 322



PICNICKERS HOLD JOLLY OUTING AT COLLEGE GROUNDS

Tennis Courts Are Placed At Disposal Of Americans And Their Friends

Americans who attended the informal picnic at the grounds of Shanghai University, The Point, yesterday afternoon and last evening were unanimous in asserting that it was "just like home."

The crowd poured into the grounds in the afternoon from automobiles, rickshaws and other conveyances and each party was laden with baskets which, in turn, were laden with good things to eat.

At 6:30 o'clock an al fresco supper was served.

There were games, five tennis courts being available and other sports being arranged, singing and all sorts of old time entertainment.

The moon did its duty according to schedule, and a more delightful evening could not have been desired. In spite of the skepticism of Domino, whose ideal of nocturnal beauty seems to be the artificial rather than the natural, the Whangpoo, unsightly as it may be by day, presented a most fantastic and charming picture under the great flood of moonlight.

Members of the American Song Service, under whose auspices the picnic was held, were thoroughly satisfied with the outcome of the affair.

Band Concerts

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, commencing at 5:30 p.m.:

March, "The Lion Heart" Hansen

Overture, "King Edward VII" Halevy

Waltz, "Mignonne" Drigo

Selection, "Il Coraero" Verdi

Song, "Somewhere a voice is calling" Tate

Selection, "Neapolitan Folk Songs" Godfrey

AT RACE CLUB

B. Dramis, Musician-in-Charge.

The following program will, be played by the Band in the Race Club Enclosure tomorrow evening, commencing at 9 o'clock p.m.:

March, "The Lion of St. Mark" Fabiani

Overture, "Maritana" Wallace

Waltz, "Roses of the South" Strauss

Selection, "Reminiscences of Scotland" Godfrey

Waltz, "Vision of Salome" Joyce

Intermezzo, "Kismet" Markey

(a) Fox Trot, "Made in America" Lake

(b) "Indianola" Onivas

Selection, "The Gondoliers" Sullivan

B. Dramis, Musician-in-Charge.

PIGMENTS IN AUSTRALIA

Deposits of Ochre and Sienna Discovered Near Adelaide

The discovery of an extensive deposit of ochre and sienna at a great distance from the surface and within 30 miles of Adelaide, South Australia, has attracted much local interest, particularly in view of the abnormally high price of imported paint pigments.

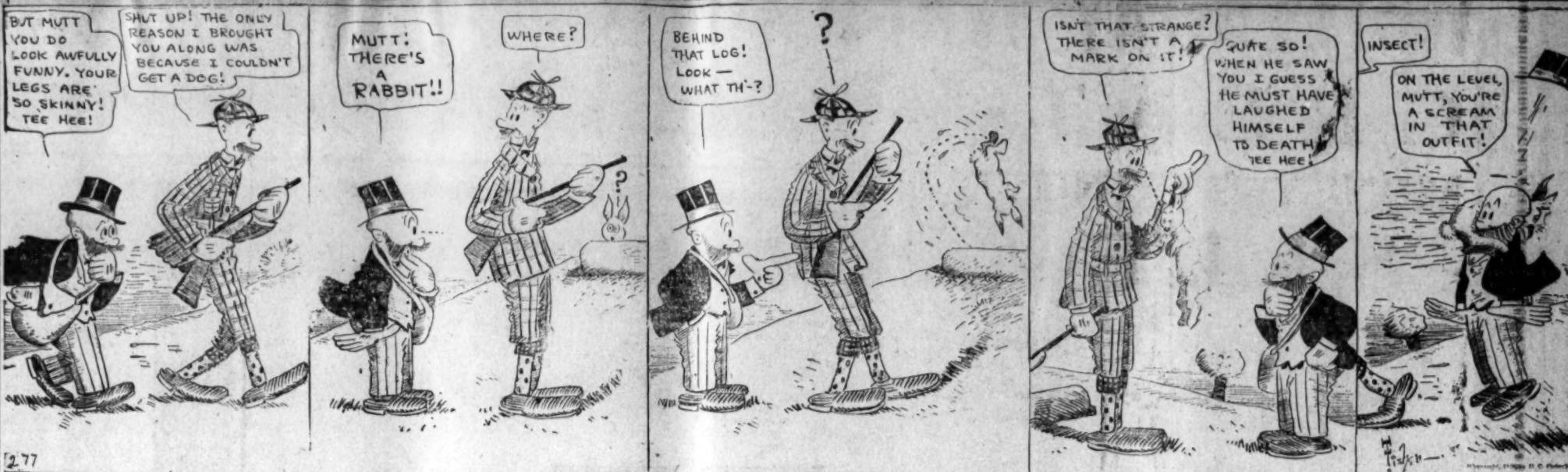
Though regarded primarily as a mining proposition, the discovery is important in a manufacturing sense. During the years of war several new paint works were established in Australia, but the promoters were handicapped to some extent by the necessity of importing most of the requisite raw materials. This new find of ochre and sienna, therefore, extends the possibilities of the paint industry and should render it largely independent of overseas supplies of the basic pigments.

The property in which the deposit occurs consists of 60 acres. Prospecting during several years has proved the presence of extensive bodies of ochre, sienna, and asbestos clay. A seam of yellow ochre extends across the property. Seven distinct varieties of brown ochre have also been found, and

MUTT & JEFF

You Can't Blame Mutt For Hanging The Rabbit On Jeff's Nose

By Bud Fisher



277

In addition, a seam of well-defined sienna. The ochre is reported to be of uniformly good quality, the seam varying from 2½ to 22 feet in thickness. It is estimated that at least 100 tons of the material can be brought to the surface daily. Its value is set down at £15 (\$73) a ton.

Samples of the ochres, which are of a high standard of quality, have been forwarded to England and arrangements have been made through a British market. An expert's report states there are 70,000 tons of ochre and sienna in sight, and there is every reason to believe that the seams discovered extend beyond the boundaries of the property now being opened up.

TOLD BY THE PARISH PRIEST.

A Story Of Cuba.

At Canasi, in the island of Cuba, there lives the celebrated parish priest, a priest who, like so many others of his class, is a "sinner" in deed as well as in name.

"Some time ago when I was parish priest in the village of Carlos Rojas there lived in the village a family of whom I was an intimate friend. The eldest daughter, a beautiful child twelve years of age whose death was in a delicate condition, looked as if her life were fading away. She was so very weak and so depressed in spirit that she felt no desire for anything but solitude.

"I loved and still love this family with all my soul, and therefore soon took upon myself their misery, the more so when I learned that the doctors could not ascertain the nature of the child's malady. I went into consultation with several physicians deserving of all my confidence, but no one seemed to know what to do in so strange a case, usual treatments to overcome the weakness having proved unavailing.

"At about this time a few booklets regarding Dr. Williams' pink pills for pale people came into my hands, and reading in them testimonials of similar cases I sent for a few bottles of pills and took them to my friend Mr. Julio Siera, father of the child. I can truthfully say that the improvement was so rapid that in about fifteen days we had the pleasure of noticing the child cheerful and happily full of color and life. Everything in her seemed to have undergone a change; instead of being pale as before she now had a rosy complexion, and her mind, before clouded by her malady, was now clear.

"In consideration of these facts I have not hesitated to recommend Dr. Williams' pink pills in so many cases of ailments resulting from impoverished blood or weakened nerves as have come to my notice among my acquaintance. And in the different towns where I have ministered as parish priest since then I have seen many proofs of the excellent results obtained with this renowned remedy.

"Testifying to the truth of the above, and feeling that I have thus fulfilled my duty for the good of my fellow-beings, I sign my name, PEDRO VILLANUEVA, Pbro."

News Briefs

M. Paul Painleve, the former French Premier, is due to arrive in Shanghai from Tientsin on Monday and will sail for his country on September 10.

Mrs. Charles R. Crane, wife of the United States Minister to Peking, has made a contribution of \$1,000 towards the relief fund in connection with the suffering arising out of the recent warfare in the North.

Mr. Agremon, the Spanish Charge d'Affaires in Peking, arrived in Shanghai Friday.

For abstracting 20 percent of the fat from the milk he sold, the owner of the An Wo Dairy was

fined \$15 yesterday in the Mixed Court.

News has been received here that Mr. F. M. Sah, former Commissioner of Foreign Affairs and director of the sequestered ships, will soon replace Sze Chao-tseng as director of the Lung-Hai Railway.

Bianchi's pastry and confectionery establishment which has been known in Shanghai for the past 20 years has been removed to more commodious premises, 23 Nanking Road. It is intended particularly to cater for afternoon teas with special attention to prompt and efficient service.

Mr. Shen Pao-chang, the local City Magistrate, has received

instructions from Peking for the arrest of the outlawed Anfuites. A list of rewards is also included in the message. Mr. Shen has accordingly published the instructions in the form of a proclamation, inviting the residents to participate in the arrest of the culprits.

The Kiangsu Provincial Assembly has demanded the abolition of the Tuchunship in Anhui in view

of the Anfu connections of General Ni Shih-chang.

Mr. William D. Inman of the American Express Company is leaving shortly for Manila where he will assume the management of the American Express office in the Philippines capital.

Mr. George Mabarok of the New York firm of Lian and Mabarok handling extensive lines of laces and embroideries, who has been in Shanghai for the past year and a half is leaving shortly for America. He intends to go on to Europe and particularly into Italy with the

purpose of establishing branches of his firm.

Mr. Ellis I. Basha of the firm of Hamrah Brothers of New York, who has been in Shanghai for a considerable period buying for his firm, leaves shortly for New York, to build up an industry in alcohol, pure non-intoxicating elder and fruit

YE GIFT SHOP

P 573 Nanking Road

"Rosemary, that's for Remembrance"

MONDAY

LEATHER BAGS

We have just received a shipment of Lady's Leather Bags from Australia.

These bags are excellently made of pressed cowhide, lined with sheepskin.

They are in various colours and shapes, and decorated with hand painting.

Of course, these are not the only new articles we have for your inspection.

WEEKS & CO., LTD.

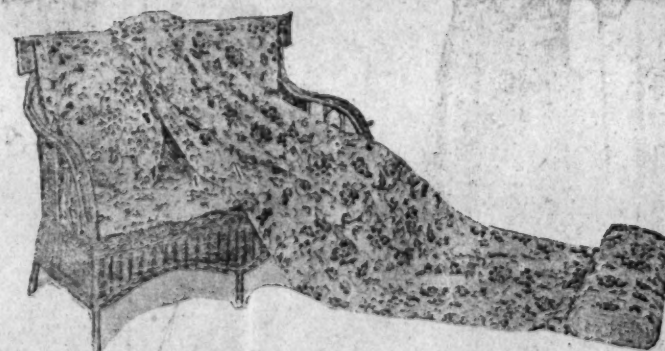
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50-inch Colored CASEMENT CLOTHS \$1.20 per yard

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Open Nights



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THE WHOLE OF OUR STOCK OF SEASONABLE GOODS VALUED AT ONE MILLION DOLLARS

REDUCED FROM 25% to 50%

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dainty assort-
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latest style
ALL VERY
MUCH REDUCED



**CHARMING
MODEL HAT.**
the very latest shape
and style similar to
sketch.
Sale Price \$7.50
Usual Price \$21.00



**FRENCH HAND MADE
VOILE BLOUSES**
Beautifully embroid-
ered, trimmed lace
SALE PRICE \$6.50
Usual Price \$10.00



PARISIAN MODEL HAT
As now worn for
SALE PRICE \$7.50
Usual Price \$35.00



**Dainty Parisian
Model Hat**
Similar to sketch
for present wear
Sale Price \$7.50
Usual Price \$17.50

**CHARMING
VOILE GOWN,**
new round
neck, trimmed
flet lace
SALE PRICE \$28.50
Usual Price \$35.00



**Crepe-de-Chine
Model gowns latest
styles all colours.**
Sale Price \$16.50
Usual Price \$18.50



200 ONLY
Semi Trimmed Straws,
various shapes & colours
SALE PRICE 50 cts.
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**Crepe de Chine
Model Blouses**
in cream and art
shades
Sale Price \$11.50
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**Crepe de Chine
Gown, as sketch;
colour Pale Blue**
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Dainty Voile Blouse
trimmed lace, good style
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SPECIAL LINE
Cotton Sports Coats
various shapes and colors
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**Figured Voile
Gown, pale blue
ruffle at neck.**
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Voile Gown
Colour mauve, dain-
tily embroidered
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**Pink Voile
MODEL GOWN.** 3
gored skirts, cool and
dainty
Sale Price \$15.00
Usual Price \$21.00

**White Voile
Gown, trimmed
lace, pink rib-
bon belt**
Sale Price \$32.00
Usual Price \$45.00



Wool Sports Coat
colour salmon, very
smart
Sale Price \$23.50
Usual Price \$29.50



SMART WHITE SPORTS COAT,
all wool large collar.
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DAINTY MODEL HATS**
which we are clearing at
SALE PRICE \$7.50



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BLOUSES, white only**
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Latest style, colour green.
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Large square collar; colours,
White, gold
SALE PRICE \$31.50
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TERMS — CASH

NO CREDIT

'I Am Out Of Politics,' Says Paderewski; 'No One In Poland Would Listen To Me.'

By KARL K. KITCHEN
(New York World)

"I can't sit here—this table is reserved for M. Paderewski and Mrs. Paderewski," said the captain of the restaurant car, a moment after I had taken my place for dinner shortly after the Orient express left Vienna.

"M. Paderewski, the former Premier of Poland, has engaged this table," the captain went on, as I rose to change my seat. "I will place you at another table."

I don't know whether the Paderewskis came to this restaurant car for dinner or remained in their compartment, for I did not see either of them until the train arrived at Innsbruck the following morning. There I caught a glimpse of Mrs. Paderewski and her box on the platform, but the former Premier of Poland remained hidden from view in his compartment.

However, a long delay at Feldkirch, the last town on the Austrian frontier, caused the famous musician-statesman to emerge from his seclusion and while he was being snatched by an admiring fellow passenger I introduced myself and asked for the privilege of an interview. As luck would have it our train was held up for two hours owing to the failure of one of the passengers to provide himself with a police visa to leave the country. The passport officials insisted that the passenger, a British officer, pay a fine of 3 crowns—the same amount as the cost of the police visa in Vienna—but the Englishman refused to pay it, although it was a matter of only two cents.

He dared the Austrian officials to take him off the train, with the result that the conductor had to telephone to Vienna for instructions, and before they received word to allow the Briton to continue his journey without parting with his crowns, two hours had elapsed.

The delay, which was so annoying to most of the passengers on the Warsaw-Vienna-Paris express (the Orient express runs three times a week between these capitals—enabled me to have an interesting chat with the former Premier of Poland.

"I am out of politics, you know," the pianist-statesman explained, by way of preface to his

remarks, as we walked up and down the platform of the little frontier station to avoid being joined by other passengers.

"I've returned to private life and after a short stay in England I'm planning to return to my home in Switzerland for a long rest."

"But surely you are not forsaking Poland," I protested, for I knew how he had toiled and struggled to bring about the establishment of the Polish Republic.

"No, I am not forsaking Poland," he replied, "but Poland is no longer willing to listen to my advice. I did not approve of the rash adventure in the Ukraine. I warned every one that it would lead to disaster, but no one would listen to me. I knew that we would not have any assistance from the Allies, but my countrymen were carried away with their own enthusiasm. The result is that Poland is in a very critical situation."

The former Premier spoke in such a pessimistic manner that it was evident he was greatly concerned over his country's future.

"The military situation, which is uppermost at the present time," he went on, "is only one of Poland's problems. Our poor country has more obstacles to overcome than any country in Europe. Politically we are in a bad way. We have sixteen political parties and their leaders cannot agree on anything. For more than a year we have been trying to draft a constitution, but up to the present time we have not been able to agree on the first paragraph. This, perhaps, is not so discouraging as it sounds. I believe it took you Americans several years to draft and ratify your marvellous Constitution."

"But," he continued, "the problem of our Constitution is a minor one. We have other problems much more important. Our country has been a huge battlefield for nearly six years. The major part of our industries has been destroyed. It will take fifteen—perhaps twenty years—to restore them to anything approaching normal, even under the most favorable conditions. If we

are obliged to fight for our very existence—as we are at present—we cannot hope to make much progress industrially."

"And we have other grave problems that are peculiar to Poland," he went on, smoking his cigarette rather nervously. "For instance, we have five distinct legal codes in effect in our country. We have the Russian code, the German code, the Austrian code, the Code Napoleon, and so on. It will be years before we can establish a code of our own. And take our monetary system. We have German marks, Polish marks, Austrian kronen, Ukrainian hryvnia and three kinds of Russian rubles. Imperial rubles, Kerensky rubles and Bolshevik rubles. No country ever had so many different kinds of money. Think of the problem of establishing a new Polish currency—why it will be years before it can be brought about."

"We had enough problems without a military adventure, but no one would listen to me. A war of defense is one thing—a mad invasion is another."

"But why was it necessary for Poland to maintain an army of 800,000?" I asked.

"We dared not swell the ranks of the unemployed by further demobilization," M. Paderewski replied. "With the bulk of our industries destroyed and without raw materials for those still intact, we could not send the soldiers back to the cities."

"But what will the people in Poland do without you?" I asked. The famous pianist only shook his head by way of reply.

"Perhaps they'll get a pianola," I suggested. I felt the interview had been shrouded in sufficient gloom. For the first time since we began our chat a smile crept over his face.

"That's a very good suggestion," he replied with a chuckle. "And it's just what Poland will have to do, for my playing evidently did not suit them."

Although he did not say so, I would not be surprised if the great pianist came to America for a concert tour next season. But the only announcement I can make at the present time is that if he does come he will not use an automatic piano. He authorized me to make that fact very clear.

Today -- By Arthur Brisbane

The yachts raced yesterday, as ridiculous in 1920 as the Queen of Sheba's rolling camel would be racing against a sedan chair of Louis Fourteenth's period.

The yacht race was described by reporters in flying ships, hidden by the rules to go lower than 1,000 feet for fear of taking wind from the sails below.

Five hundred thousand years, at least, separate the sail yachts on the water from the swift boats of the air, watching the race and sending the news by wireless.

At least half a million years ago some savage man paddling his log in the water must have noticed that the wind held him back when it was against him and decided to let the wind push him forward when it was with him.

The first creature that held up the skin of an animal and let the wind blow him along was the first man, first admiral, individual owner of the first navy.

The Allies said to the Germans, "Give us two million tons of coal a month, regardless of your own needs, or we will seize your mines."

The news is that Germany agrees to deliver it. Perhaps the Germans would tell this country how they are going to do it. If anybody can sympathize with Germany's plight, it is the coal man of the United States, who finds it hard to deliver one ton to his fellow-citizen, to say nothing of sending two million tons every month abroad.

Production of gold is diminishing in the United States and everywhere. In 1920 this country will produce probably less than fifty millions in new gold, which amounts to about one-tenth of one percent of the country's total net income, and an infinitesimal fraction of the total value of products.

Pity the poor gold miner. His price is stationary, so many ounces in gold make so many dollars. When money becomes cheap, labor and other things dear, the gold ounce is worth only so many dollars still.

For permanent cheapness in a rising market, nothing can be compared with gold, except the work that mothers do in the home. That isn't paid for at all.

Major Schroeder, who holds the

world's record as champion high flier, is automatically reduced in rank from major to captain, by some rule of the War Department, so he leaves the army.

The men that achieved the war's high record for squandering money and getting little in return have not lost rank. And they are still in the War Department.

"Farmer-Labor" is the name of the new political party. A name about as good, perhaps, would be "Oil-Water."

Except in the excitement of the Convention Hall the farmer and the laborer do not mix. One living in the city, the other in the country, they do not know each other. They suspect each other, do not understand each other, do not work together.

Those that exploit both know what to do with the farmer and the laborer, just as the cook knows what to do with the oil and the water. Keep them separate, use each as needed.

The Inter-State Commerce Commission learns that certain business concerns get all the freight cars they want by bribing railroad employees.

You don't have to bribe letter carrier or post office clerk when sending letters or parcel post. But then the post office is Government ownership, not "highly efficient private ownership."

A fine looking young woman, Miss Bleibrey, breaks another swimming record, swimming 300 meters faster than anybody in the world had covered the distance, winning by ten yards.

This young lady, whose excellent German name means "Remain

DO THINGS PROPERLY

Someday or other you'll want a Fox Skin. So why not do things properly, why not prepare for that day. Why not buy a Fox Skin that is different from the ordinary China Fox Skin. Let an expert who knows all about Fox Skins select one for you, a real beauty with nice long fur, and oh, what a bushy tail! Send a Chinese Post Office money order for \$25 to MR. ELLY WIDLER, TA TSING LU, SZECHWAN PROVINCE, and he will at once mail you one of these specially selected Tibetan Fox Skins.

Born 1915—Still Existing.

True," reproduces in 1920 the energy of her Germanic grandmothers in the ancient days of Roman war.

German women, when Caesar was young, fought with the men, and when the battle was lost they hung themselves to the poles of the big camp wagons to avoid capture and disgrace.

That ancient determination comes out in Miss Remain True's swimming. The struggles of our ancestors thousands of years ago help us in our struggles today. Each struggle makes some cerebral convolution a little deeper, that means more "brain surface," more power.

This country, selling weapons of all kinds to those that fight

Russia, on the ground that this country doesn't need the weapons any longer, is also buying guns and ammunition at this moment from England. We learn from the London Daily News that we are buying guns of "special British make" and therefore also buying "ammunition of special British make."

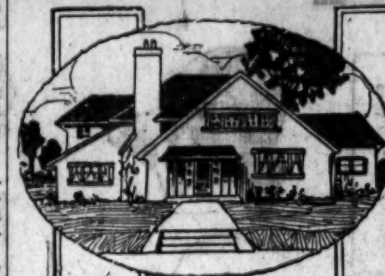
"In the past six months the American Government has bought from England at least six thousand tons of explosives." Intelligent, isn't it?

It is not easy to understand why this country is buying tons of explosives and guns that England doesn't want any more.

Harder still to understand why this country recently sold more

than 4,600 freight cars to Poland, taking long term bonds of the Polish Republic in payment.

The selling of the freight cars is especially interesting considering that we haven't enough cars here for shipping coal necessary to keep factories going and workmen employed. We have an interesting government.



Do you EVER Expect to have a HOME OF YOUR OWN?

If you have any such idea in the back of your head wake it up and turn it over a few times, for if you put off the selection of the site much longer you are not going to find what you have pictured in your mind as the ideal location for that home. Besides, you will have to pay more than you ever dreamed of paying.

We shall be glad to help you make a selection in either the INTERNATIONAL SETTLEMENT or FRENCH CONCESSION

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Edward Evans & Sons, Mission Book Co., Sincere Co., Commercial Press,
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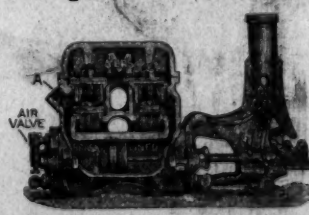
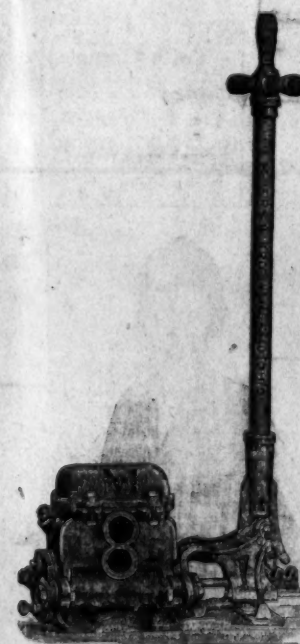
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The Cog Gear Movement under the same pressure will operate with 33½ per cent. less power, or a 3-inch pump with the Cog Gear Movement can be operated with the same power required by a 2½-inch cylinder pump with an ordinary lever equipment.

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How Strategy As Well As Skill Figures In Winning Races

By W. J. HENDERSON

When the lover of outdoor sports who is not deeply versed in the technicalities of yacht racing reads the reports of the America's Cup contests or of the trials of the Resolute and Vanitie, he will perhaps wonder why so much stress is laid on the shifting of sails. One might suppose that with a given wind and course two competing yachts of the same general dimensions would carry the same sails, and naturally this does happen. But not always.

There is an ancient story of a British racing skipper and his explanation to an amateur of one side of the philosophy of sail carrying. The battle of the day was between this skipper's vessel, a crack cutter of the old style, and a rival of much the same lines and the same size. There was a fresh breeze and a fine jump of a sea, and the two of them were hammering their way to windward in a series of kangaroo leaps through spouts of white spray. The amateur, lying at full length along the deck, said to the skipper:

"Do you think our topsail is doing us any good?"

"It is not," answered the skipper. "It is doing us harm. But if I take it in, he'll take his in, and his is doing him more harm than ours is doing us."

Which proves that this particular skipper was intended by nature to be a racing man. Fortunately the sport lover will not have to burden his mind with the names and purposes of many sails, because a racing sloop does not offer opportunities for such a variety as a schooner does.

A SURPRISE FOR THE YOUNGS

When the Dauntless and Coronet started on their race across the Atlantic the younger reporters opened their eyes wide indeed, for these doughty combatants broke out canvas of which the names were new to the observers. In a transatlantic fight a schooner carries a fore yard and can set a square foresail. It is a tremendously important piece of canvas with a stiff wind over the taffrail or thereabouts and a following sea. When the Coronet broke out above her fore yard a little triangular piece of canvas only the veterans knew that it was called a pigeon wing topsail. Then the Dauntless "countered" (as the latest novelists word it) with a triangular sail which had its apex at the foremast head and its lower corners at the ends of the yard and the ancient mariners told the midshipmen that this was a "raflee." Neither one set a ringtail.

Sloops do not indulge in such canvas vagaries. When they are beating to windward they carry the usual mainsail and topsail, while the headsails are the fore staysails jib and jib topsail. The first of these is often called for short just staysail, since it is the only staysail that a sloop shows. There may be jibs of different sizes, but customarily one is used for all sorts of work. When you come to jib topsails, the highest and furthest forward of the headsails, you get variety.

Going before the wind or with the wind on the quarter a balloon jib topsail is set. This enormous piece of canvas stretches from the topmast head down to the bowsprit end and back behind the foot of the mast. It cannot be used with any advantage if the wind is much further forward than on the quarter. It then loses its prodigious driving power and becomes a loeway maker.

WHEN THE WIND IS ABEAM

This sail is often called simply balloon jib, this being the yachting reporter's labor saving English; but the fact is that there is such a sail as a balloon jib and that it sets on the jib stay and runs up only to the lower masthead. But it is rarely used. Indeed, there is also a balloon fore staysail, but it is equally rare. These big swelling sails are practically never seen now, because their utility is regarded as at least questionable. In almost all cases when they would do good a balloon jib topsail becomes serviceable.

When the wind is abeam a reaching jib topsail is set. Now there are almost as many varieties of reaching jib topsails as there are of snipe. The sail comes in all sorts of sizes and cuts and some racing yachts have several of them. Sometimes they are designated by numbers and the reporters will tell you "at 2:37:15 Shamrock took in her little jib topsail and broke out her No. 2," which had been sent up in stops.

The consideration which determines the choice of a reaching jib topsail is the angle of the wind with the keel of the yacht and the

force of the breeze. It is not possible to lay down a hard and fast rule, but in general it may be said that the further aft the wind is the bigger the jib topsail and the further forward of the beam the breeze goes the smaller the highest head sail. But where it might be advisable with a light wind abeam to send up a big reaching canvas, if the same wind freshened decidedly then it might be wise to replace it with a smaller one.

One thing, however, is pretty thoroughly established, and that is that in beating to windward the "baby" jib topsail is the proper thing. And if it breezes on sufficiently, even that must come down and the yacht hammer along under staysail and jib. Judgment in the choice of headsails is one of the fine points of yacht sailing. The writer saw a whole squad of yacht race reporters puzzled once because while reaching with a wind just abaft the beam and with balloon jib topsail, jib and staysail up, a yacht took in the staysail. The reason was that the wind had fallen light and the sailing master believed that by taking down the staysail he could get a draft through the open space into the foot of the big jib topsail. And selection of headsails that nicety of judgment must be shown, but also in their trim. The sport lover who is not a sailor should learn that a sail is hoisted by a rope called a halliard, is hauled down (when hauling is required) by a downhaul and trimmed by a sheet. The use of the headsail sheets is one of the finest tricks in the entire yachting game. It is absolutely essential that these sails be trimmed so they will do every bit of the work which they are intended to do. If they are too "flat" (that is if the sheets are hauled too tight) they tend to pull the yacht's head to leeward. If a jib topsail is even two or three inches too flat it becomes a hindrance rather than a help. On the other hand the sheets must not be "lifted" too much or the headsails are not doing their work. On a real racing yacht there is always a headsail specialist, whose duty it is to watch with hawk eyes the set of those forward pieces of canvas and to trim sheets with all the de-

licate calculation of a juggler balancing a feather on his nose.

The main topsail, which sets above the mainsail, demands skill in handling also. The first point to be decided is which one to set, for a racer has more than one. What Americans call a working topsail is a triangular sail which stretches from the topmast head to the end of the gaff. It is possible to have two or three of these of different size. The club topsail is so called because it has a wooden "club" on the outer end of its foot, the purpose of which is to make it possible to set a sail longer than the gaff. In the same way the hoist of the sail is made higher than the topmast head by the use of a topmast yard.

HOW TOPMASTS ARE LOST

In the fashioning of club topsails there is room for a large play of fancy. It used to be the idea that great width was the object in such a sail, and, so it was cut very long on the foot and had a long club. The tendency now is to shorten the foot and lengthen the hoist, so that the top of a club topsail on one of the new cup racers is somewhere in the neighborhood of 175 feet in the air. A club topsail is a valuable driver in light or moderate breezes, but it is too much to carry in a fresh wind.

Many a topmast has been carried away by reason of the skipper's anxiety to hold onto the club topsail when discretion would have substituted for it what the British call a "jib header." The chief resistance to the lateral pull of a club topsail is given by the topmast shrouds, which are steel ropes leading from the topmast head over spreaders at the main masthead and thence down to turnbuckles which draw the ropes down to the yacht's side. The shrouds and spreaders form trusses which work against the tendency of the mast and topmast to buckle at their point of juncture. But sometimes the club topsail is kept up till the strain becomes too great for the truss. Something has to go, usually a spreader; the shroud falls slack and down comes the skyscraper.

Topmasts are carried away sometimes by the pull of the jib topsail, which is counteracted by the topmast backstay, a line reaching from the topmast head to a fastening near the yacht's stern. There is one of these stays on each side, and when the yacht tacks it becomes necessary to let go one and set up the other, because only that on the weather side is used.

Sometimes while making this change the jib topsail puts too great a strain on the unsupported topmast and away it goes. The club topsail may in the same way do the damage. Naturally this sort of mishap does not occur often on well handled yachts. Sometimes the mast or topmast does not break, but bends out of shape, or is "sprung," as the sailors say. That means a new one.

In the case of the mast which went overboard the other day there was probably some structural weakness. The yacht designers have made many attempts to replace the tall mast of solid pine with something just as strong but much lighter. To reduce weight aloft in a racing yacht is a big object, and the end has been sought by the use of hollow spars. There have been some successes and some failures, and doubtless there will be many more experiments before a solution of the problem is reached. The matter is one of the engineering points which enter into the building of racing yachts, and any discussion of it would compel the introduction of technical details interesting only to marine architects.

To return to sails, it may be well, just for the sake of completing the list, to mention the spinnaker, a huge triangular piece of canvas, set on the opposite side to the mainsail in running before the wind. The foot is stretched on the spinnaker boom, which is usually carried topped up beside the mast. This sail, which goes to the topmast head, is hoisted in stops and broken out.

Stops are small pieces of string tied around a sail at intervals, so that it goes up folded something like an umbrella or more like a string of sausages. When a smart pull is given to the sheet two or three of these strings break, the wind gets into the corner of the canvas and rips open the other stops and the sail is spread. Headsails are also sent up in stops and broken out in the same way.

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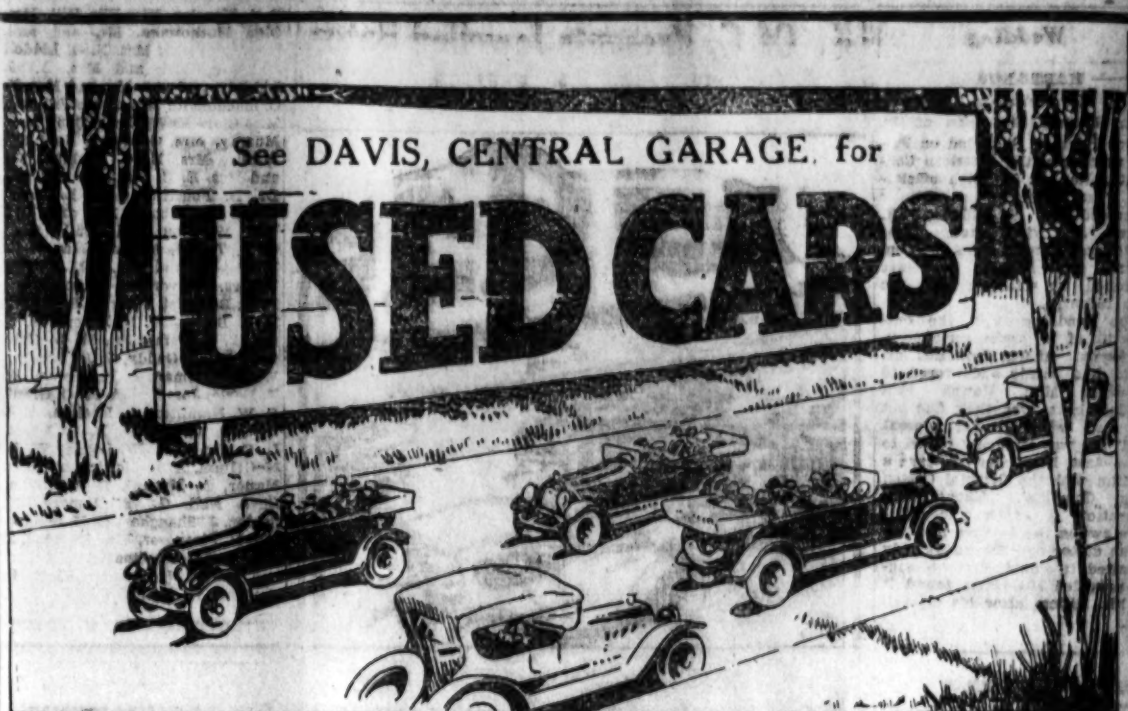
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Wedding

HARTZ-DOWNS

Miss May Downs of San Francisco became the bride of Mr. Henry Hartz of Shanghai on Friday evening at the American Consulate, Rev. G. F. Fitch officiating. The ceremony was officially witnessed by Mr. Sheldon H. Toller, Jr., vice-consul. Other witnesses were Messrs. Jensen, Mahan and Madge, who are stationed at Tientsin with the 15th Infantry.

The wedding was the outgrowth of a pretty romance in California. At San Francisco Mr. Hartz had vainly endeavored to persuade Miss Downs that wedded bliss was their due but she had withheld her consent until he was suddenly called to China last November to take a position with the Oriental Cotton Mills Company. Thought of separation by such a long distance swung the balance in favor of the suitor and the young lady promised to come on to Shanghai provided Mr. Hartz found it to his liking after his arrival here.

Compel Students To Take More Military Training

Berkeley, Cal., August 26.—President David Barrows announced today that compulsory military training at the University of California, hitherto confined to infantry rifle practices, will be extended to automatics, machine guns and grenades.

Passengers Arrived

Per C.M. s.s. Kiangyung from Hankow: Miss Hill, Mr. D. Mulder.

Per C.N. s.s. Poyang from Hankow: Mrs. Anderson, Misses M. P. Nash, Anderson, Mrs. Anderson, Messrs. B. Yacono, Blackwell, Starting, one Naval Rating; from Kluksang: Mr. H. M. Fieldier, Misses H. Sanger, Bader, Mack, Mrs. Viloudaki.

Per C.P.O.S. s.s. Empress of Russia from Hongkong: Mr. and Mrs. H. F. Barnes, Mr. and Mrs. Chung Pang-chau, Mrs. E. M. Getz, Misses E. Gonsalves, S. Harvey, A. Rosario, F. Rull, L. Wilson, B. Xavier, Mr. and Mrs. Ho Wang-tung, Mr. and Mrs. L. L. Kohn, Mr. and Mrs. Li Tse-fong and 2 children, Mrs. S. M. Lopes, Miss M. and Mr. A. Lopes, Mr. and Mrs. C. H. Mills, Mr. and Mrs. Moller, Capt. H. S. McGrath, Mr. and Mrs. A. B. Peacock, Mr. and Mrs. Quan Shih-min, Mr. and Mrs. Tsang Yat, Mrs. J. B. Wood, Lieut. F. S. Wong, Messrs. R. Bell, H. R. Ghosholm, Y. K. Chuck, Fan Wan-sick, Fan Che-kuen, Fan Chi-pan, Fan Chi-ping, Fung Kong-yuen, H. H. Glarardet, P. W. Gaylor, V. S. Giles, Hau Yee-hing, Hau Ng-tung, Hau Choy-pan, N. H. Isaac, Kong Chiwan, Lee Mong-kow, Leung San-pak, G. Madar, Ng Zoong-wo, E. Rosenfeld, Wm. Slater, Sui Nay-lim, V. F. Senna, Sun Tong-hin, B. B. Talati, Tong Tai-kung, E. S. Tai, M. L. Van Norden, Williams, C. F. Wong, Young Ah-kang.

Per I.C. s.s. Luenho from Hankow: Mr. and Mrs. Stewart, Messrs. W. F. Garro, Lee; from Kluksang: Mrs. Viloudaki, Rice; from Tungchow: Mr. Frank.

K. Of C. Presents Jewelled Baton To Marshal Foch



On the occasion of the presentation of the Knights of Columbus statue of Lafayette to France, August 21, a jewelled baton said to be the costliest ever made, was presented to Marshal Ferdinand Foch. The baton is made of gold, sapphires and lapis lazuli enamel with red copper bands. It is 20½ inches long and weighs five

pounds. The inscription bears the record of Foch's victories, with the legend "Terror Belli Decus Pacis." The arms of France, the United States and the K of C are worked in gold at the head of the wand. James A. Flaherty, Philadelphia Supreme Knight of the K of C who will present the baton to Marshal Foch is shown holding the baton.

Passengers Departed

Per C.N. s.s. Hein Peking for Ningpo: Mr. A. Taylor, Mr. and Mrs. Golding.

Per C.N. s.s. Tatung for Nan-king: Mr. Troy, Misses Rosse, Troy, for Kluksang: Mrs. B. Pryce, Mrs. Courtney, Mr. A. J. Daniel; for Hankow: Miss Cooper, Mr. and Mrs. A. W. Hexamer, Lieut. E. J. Pace, Messrs. J. W. Baldwin, Vander Stegen, O. G. Steen, J. Muller, W. T. Noble, Carey, Bolter, C. Rich, T. Johnson, Cooper, Mr. and Mrs. Giles.

Per C.N. s.s. Yingchow for Hongkong: Mr. Courtney and Infant, Mr. R. L. Moeller, Mr. and Mrs. Lee.

Per C.N. s.s. Tungchow for Weihaiwei: Mrs. Morae, Misses C. Dalton, Kavanagh, Gurner, Mrs. Gurner, Messrs. E. F. Mackay, V. Chert; for Chefoo: Mr. and Mrs. M. Hardman, Mr. and Mrs. A. St. W. Cursham, Messrs. J. Rasmussen, Gironb; for Tientsin: Mr. and Mrs. Serra, Misses Lamotte (2), Mr. and Mrs. Coolidge, Mr. and Mrs. W. R. E. Thomas, Miss N. E. Thomas, Miss N. E. Thomas, Messrs. V. G. Lyman, E. S. Wilkin-

son Per C.M. s.s. Kiangteen for Ningpo: Capt. A. Watson, Messrs. E. Connette, Borel, Rean, Grosbois.

Per I.C. s.s. Yusang for Tientsin: Capt. Swallow.

Per P. and O. s.s. Khiva for Kobe: Mr. J. A. Dobbie; for Yokohama: Mr. and Mrs. J. S. McEach-

ram. B. A. Hensler, Miss Ella Hill, Mrs. Olga Hotkowska, Mr. and Mrs. H. N. Kinnear, Mrs. N. O. Liddell and son, Mr. and Mrs. A. J. Lidquist and son, Mr. and Mrs. F. C. Macdonald, Mrs. J. McWilliams, Miss Clare McWilliams, Capt. A. C. Murray, Mrs. Gordon O'Neill and family, Mrs. E. C. Perkins, Mr. and Mrs. E. C. Plakham and son, Dr. B. Pouttitoh, Miss L. Rowe, Lieut. A. Ribart, Mr. and Mrs. Wm. W. Stout and family, Capt. C. P. Talbot, Mr. and Mrs. H. O. White, Mr. and Mrs. J. N. Wiener, Messrs. T. Avery, G. O. Ackerman, P. H. Benedict, Maurice Benjamin, F. J. Biglin, W. B. Barcus, E. C. Cheek, J. Camm Jr., M. L. Coleman, W. A. Cuddy, G. H. Crocker, W. R. Coleman, D. P. Ellyson, W. F. Earle, Jess Fry, A. M. G. Grant, C. W. Hamilton, A. Hashim, A. P. Hill, E. V. Hickey, R. S. James, L. C. Jones, V. W. Logan, W. D. McCallum, A. P. McKinstry, Edw. Maurer, A. Magani, E. S. Mohler, Chas. Nell, G. T. Ramsay, H. Schlee, J. Shanshan, E. M. Sander-son, H. Strausser, Wm. Swart, J. J. Straargaart, O. Steemstra, F. Sem and family, N. Thomson, C. N. de Trafford, H. A. White.

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Has Brought Order In South Russia And Aims To Establish Contented State There

Washington, July 24.—The name with which to connect the always intricate and difficult Russian situation is that of General Peter Wrangel, Commander in Chief of the national military forces in South Russia. General Wrangel is now frequently and promisingly mentioned in announcements from the War Department, based on its official despatches from Sebastopol, and both the army under his command, which has extended its control from the Crimea, across the Lauridian plains to the Don, and the work of Russian national reconstruction which is being led by the South Russian Government, of which he is the head, are coming more prominently into the foreground of the general Russian situation. General Wrangel's name is certain to be more frequently mentioned during the next few weeks in connection with problems involved in the refusal of Lenin and Trotsky to deal direct with Great Britain in the matter of the proposed armistice between Poland and Soviet Russia and the glittering possibility of another attempt on the part of the British Government to encourage and supply a new coalition of anti-Bolshevik forces.

Fortunately for an even deeper understanding of the inner significance of moves being made on the Russian chessboard, considerable information has reached Washington concerning the principles controlling the main lines of action of General Wrangel and his associates in the Crimea—information which seems to open bright prospects for the future.

As is well known, General Wrangel has succeeded General Denikin in command of the national military forces in South Russia, but very little is publicly known in this country—or in Europe, for that matter—regarding the important processes that

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The shattering of a \$100,000 diamond necklace bought as a present for his wife by Gurnee Munn, son-in-law of Rodman Wana-maker, of New York and Philadelphia, by a 32-calibre bullet, is puzzling the authorities of the American Express Company. Mrs. Munn discovered the shattered gem and the bullet when she opened the package after it had been delivered at her home at Radner, Pa. The damage amounts to several thousands of dollars, it is said. Mr. Munn has made a claim against the express company.

have been at work under his guidance and that of those immediately identified with his movement. Here, however, may be summarised on broad lines the general purport of the best information we have concerning these efforts.

WRANGEL TAKES COMMAND
After making his spectacular military advance last summer, which nearly reached the out-

skirts of Moscow. General Denikin suffered a severe setback. Early in 1920 his forces were driven by Bolshevik pressure back across the Don into the regions of the Northern Caucasus, where they were on the verge of complete disaster and annihilation, fighting with their backs to the shores of the Black Sea. While this was going on in the Kuban region, around Yekatinodar, it was decided to try to save the remnants of the Denikin army by transporting the little that was left of his volunteer forces over sea into the Crimea, the idea being to use the natural geographical configuration of the Crimean Peninsula in an effort to safeguard these remnants of Russian nationalist military forces from the overwhelming pressure of the Soviet army.

It was at this particular juncture that Denikin, despite his undoubted patriotism, courage and honesty of purpose, was compelled to resign, the victim of a series of military failures. As his successor he nominated one of his former military assistants, the cavalry General, Peter Wrangel.

This young Russian military leader—who is scarcely more than 45 years old—had long before won fame in the Russian volunteer army. He had proved himself to be a military commander of unsurpassed dash and bravery. He had the reputation of never having met defeat. Under his immediate leadership, detachments of the volunteer army had won seemingly impossible successes against overwhelming odds and he was idolised by large numbers of the Russian soldiers. At the particular moment of Denikin's resignation, General Wrangel was without active military demand, as a result of internal military dissension in the volunteer armies, and was sojourning in a suburb of Constantinople. His nomination by Denikin was in response to unanimous demand from the remnants of the army which suffered such serious reverses after its summer successes of 1919. And the condition which, as the new Commander in Chief, he had to meet seemed well-nigh hopeless.

He had inherited nothing but fragments of the huge military force which Denikin had commanded at the zenith of the latter's power, and these fragments, when they were turned over to him, were disorganised, destitute in morale and lacking in munitions and supplies. Worse still, he had also to face the na-

tionalist political demoralisation that trailed the failure of Denikin's attempt to reconstruct his forces. And to these interior difficulties was added a problem of a most difficult international situation, created by a complete reversal of British policy toward the South Russian Army.

FIRM AGAINST SURRENDER
It is well known that the army of Denikin had relied to a large extent on munitions and supplies furnished by the British Government. The cause of Denikin was closely interwoven with the idea of military and political support from London. The collapse of the volunteer army was a hard blow to British policy and resulted in a complete change in the attitude of Downing Street toward Russia. To a very large extent, it was the underlying reason leading to the negotiations with the Bolsheviks and the effort to solve the Russian question through

negotiations with the Soviet powers.

As a part of these negotiations, the British tried to liquidate the affairs of the South Russian army, with which England had become entangled by more than a year of close co-operation, by demanding from the Soviet the granting of amnesty and immunity for the

personnel of the remnants of the volunteer army, at the same time serving an ultimatum on General Wrangel, demanding his unconditional surrender to the Bolsheviks. It was intimated that a refusal to comply with the ultimatum would lead the British to refrain from any further support of the South Russian army.

This precipitated a most complicated and trying situation for Wrangel. He had to choose between ignominious desertion of what he considered to be the cause of national Russia and facing, without foreign support, the onslaught of numerically superior Soviet forces. How-

ever, Wrangel refused to surrender.

The result did not actually reach the threatened menace and tragedy because the Bolsheviks themselves were unwilling at that time to comply with British demands, and because, meanwhile, military and political events in

(Continued on Page 10)

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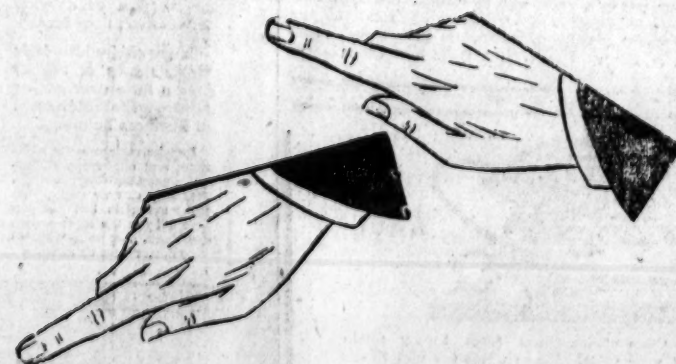
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WRANGEL IS NOW "NEW HOPE OF WHITE RUSSIANS"

(Continued from Page 9)
Eastern Europe diverted Soviet attention to more important problems. Thus Wrangel obtained a brief breathing space.
GOOD NEWS FROM RUSSIA

Presently, brief but significant reports began to flow out of the Crimea, to which the Denikin forces had been transferred from the Kuban region. These reports grew better almost daily. Quite recently it was revealed that the results of the last few months had been taken advantage of by General Wrangel and his associates for steady and intensive reconstructive efforts, which had produced amazing results. Out of the disorganised and demoralised fragments of the old volunteer army of Denikin, through stern discipline and quick and energetic decisions, which struck hard at all inefficient elements, from general officer down to the rank and file, Wrangel in a few months has succeeded in organising a well-disciplined military force of at least 40,000 men. Furthermore, through the use of this reorganised force, he has been able to extend his territory considerably. The result of his ability, at the present moment, to occupy a region sufficient in area and potential resources to serve the economic needs of what is called the South Russian National State. It takes in the Crimea and the regions around the sea of Azov.

OLD MISTAKES AVOIDED

It has been maintained, and is now quite well realised, that the main reason for the failure of Kolchak and Denikin was the concentration of their best efforts on the military side of their contest with the Bolsheviks. A military crushing of the Soviet forces was the cardinal purpose to which all other demands and requirements were subordinated both by Kolchak and Denikin. Very largely through this endeavor the more immediate needs of the civil population and the reorganisation of industry and commerce were neglected. Insufficient attention was given to the local aspirations of people and provinces, especially regarding settlement of the demands of the peasants for land.

General Wrangel and the so-called South Russian Government formed under his leadership, have departed completely from the policies of Kolchak and Denikin in this respect and are endeavoring to profit by the mistakes for which Russia has so heavily paid. Although the greatest attention has been paid to the reorganisation of the volunteer army, it is not the theory of the Wrangel Government that the cause of nationalism against communism is going to be won mainly by a military defeat of the Red armies of Soviet Russia.

The first and primary purpose, both of General Wrangel and the South Russian Government, is understood to be to use the re-

Lady Astor's Chatter In Commons Annoyed Him



Sir William Joynson Hicks, Member of Parliament, who, according to a report from London, was the cause of Lady Astor changing seats in the House of Commons. Sir William, it is said, complained that Lady Astor's "chatter" made it almost impossible for a conscientious M. P. to pay strict attention to what was going on. As a result Lady Astor is situated in another part of the House.

organised army for the protection of the Crimea and surrounding territory, in which an oasis of Russian national effort toward reconstruction is to be developed and maintained. The idea is to create behind this anti-Bolshevik army in the Crimea the nucleus of a national Russian State, which shall serve as an example of national reconstruction and which, if completely successful, will contrast with the destitute and desolate conditions in Soviet Russia.

GOOD GOVERNMENT

In this sense attention is being concentrated, first of all, on the proper development of civil government behind the lines defended by the Wrangel military forces, and, second, upon seeking a practical solution of the agrarian question. General Wrangel is thus moving along a new path in dealing with what has been one of the crucial problems involved in the Russian revolution. The Wrangel Government has proclaimed that an immediate settlement of the land problem will be undertaken, the right of the peasants to the lands they acquired during the revolution to be firmly established by giving clear title on the basis of the law of private property. The purpose is to secure and guarantee to the peasants, through legal title, possession of their land, and thus to legalise the principal acquisition of the peasants under the revolution.

It was the failure to solve this very important practical problem which undermined the provisional governments of Denikin and Kolchak, while they were concentrating their best attention on

the military tasks confronting them.

LIBERAL AUTONOMY

The third important basis of the work of the Wrangel Government is its attitude toward nationalities and local self-government. Russian unity and opposition to dismemberment have always been one of the great themes of the Russian national creed. Constructive liberal nationalism has always conceived future Russia as a united State, with the widest measure of local autonomy and self-dependence for different nationalities and provinces. This principle of local autonomy was proclaimed by Kolchak and adhered to by Denikin, but, unhappily, certain practices of the two chieftains led to differences between the de facto local organizations and the central power and aroused distrust on the part of the various nationalities involved in the Russian problem. There always was friction, for instance, between the Cossacks and Denikin in South Russia.

General Wrangel has departed substantially from the former practices. He openly acknowledges the de facto local authority and proclaims the ideal of a united Russia to be built up through common effort and agreement of local formations on a federate basis. The united Russian State, as embraced in his conceptions, is not a body politic dictated from the center and accepted by the local bodies politic, but an organic structure resulting from friendly co-operation and agreement from below. Persons seeking parallels will naturally find them in the form of the Federal Government of the United States.

THE REWARD OF LIBERALISM

This broad-minded and liberal, as well as what is believed by observers in Washington to be far-sighted, policy has already reaped a prompt reward. The Cossack organization of the Don and the Kuban, operating to the north and east of the Sea of Azov, just across from the Crimea, have responded with enthusiasm to the invitation to tread the new path toward which they have been beckoned by the Wrangel Government. Hearty co-operation is being established between the Wrangel army in the Crimea and the Cossack forces, which are rapidly shaking off the tentacles of Bolshevism and railway again

around the Russian national cause.

Important in this connection is the fact that in the latest announcement respecting the terms of the proposed armistice between the Poles and Soviet Russia which has been urged by the Allies upon Moscow, General Wrangel has brought forward the idea of a delimitation of military frontiers between Soviet Russia and the territories occupied by his army, including a delimitation of the boundaries between Soviet Russia and the Cossack regions of the Kuban and the Don. General Wrangel took this step when the Allies, in urging the armistice between Poland and Soviet Russia, also insisted that there should be an armistice between the Soviet leaders and the Wrangel forces.

NO COMPROMISE WITH BOL-SHEVISM

It is understood that in bringing forward his terms of delimitation in connection with the proposed armistice, General Wrangel and the national forces working with and under him are not seeking in any way to compromise with the Bolsheviks. The causes of nationalism and communism in Russia are not only inconsistent but diametrically opposed to each other, and information reaching Washington is that no one understands, better than Wrangel and those with him in the South Russian Government, that such an armistice as may be arranged would be but a temporary measure. Facts, however, have to be accepted at their actual value, and the idea of a delimitation effected by an agreement between the Western European powers and the Bolsheviks is looked upon as a practical solution quite different from the ignominious and unacceptable proposition of unconditional surrender of the Wrangel forces to the Bolsheviks. If promised immunity and amnesty, as formally proposed in the ultimatum from Great Britain to the Bolsheviks at the time that the remnants of the Denikin army were threatened with obliteration at the hands of the Reds. If General Wrangel has his way, there will be no armistice between the South Russian Government and Soviet Russia, unless a line of demarcation is established between them in the armistice arrangements.

PEACE AND SECURITY THE NEW SLOGAN

The willingness of General Wrangel to accept such

a delimitation as a possible practical solution for the moment is construed as demonstrating, best of all, a desire on his part to concentrate on the solution of the problem of civil reconstruction behind his own military lines. A lull in arms, such as might flow out of an armistice with such delimitations, might permit him and his associates to achieve such results in civil administration and economics as might make the territory behind the lines of the South Russian Government serve

South Russian Government serve behind Bolshevik lines and elsewhere throughout Russia.

General Wrangel is contending, however, that his territory should not be limited to the mountain regions of the Crimea proper, to which the proposal of the British urges them to withdraw. He insists that the territories of the South Russian Government shall include the grain-growing plains of the Tauride, which have only recently been occupied by his forces and which are essential for supplying food to the population of the Crimea, now much over-

populated with refugees driven from territory taken by the Reds.

The Bolshevik reply to the British proposals for an armistice seems to reject any proposals for an armistice with General Wrangel on any terms. It is not possible, at present, to forecast the probable actual course of events. Close observers in Washington, however, unite in regarding the achievements of Wrangel as extraordinary, so far, and especially they emphasize the wisdom and broad-mindedness of the political and economic principles governing his policies. The hope

is frequently expressed here that he and his associates will continue to hold steadfastly to the course they have charted and discard, with as much energy and determination as they did in their reorganization of the fragments of the Denikin army, the influence of reaction and restoration which will certainly try to reassert themselves. Those forces brought the endeavors of Kolchak and Denikin to an unhappy ending. The indications are that Wrangel has learned the lesson and will avoid the pitfall into which they fell.

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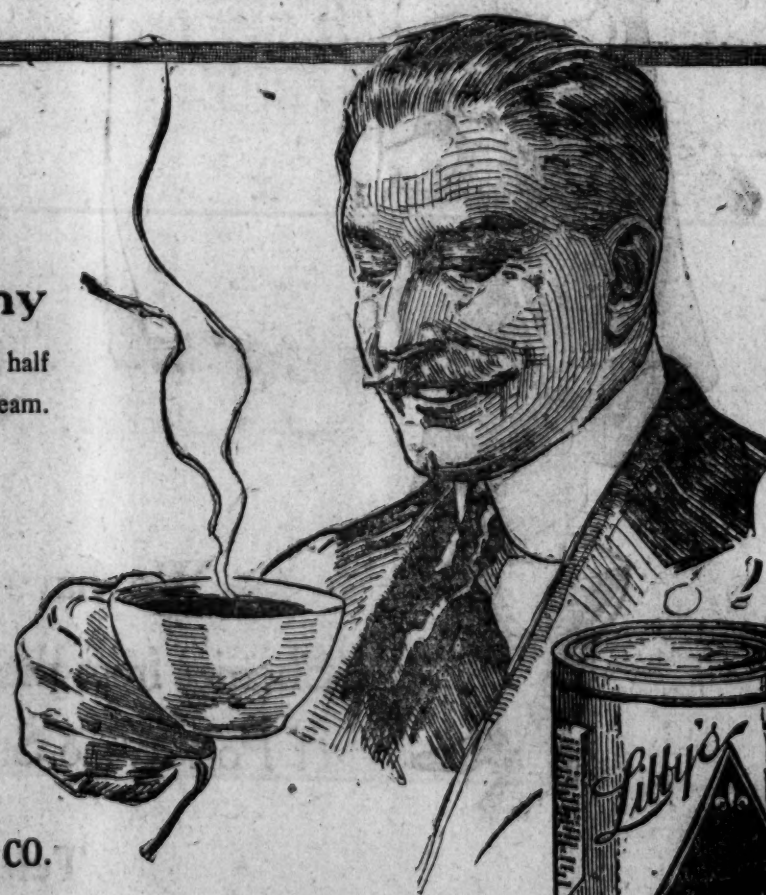
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One Is For A Tunnel To Pass Beneath It From Sea To Sea

MAY PRESERVE IT INTACT

What The Houses And Stables Of Ancient Palestine Are Really Like

New York, July 18.—Palestine soon may take its place among industrial nations and ancient Jerusalem may become a humming part of modern trade, if projects of modernization are realized. One such project is that of building a tunnel from the Dead Sea to the Mediterranean, passing under Jerusalem, which would utilize the variation in levels to provide water power for stations along the way. A second suggestion is to build a new industrial zone about Jerusalem while the ancient city is preserved intact. In this connection the National Geographic Society has issued, from its Washington headquarters, the following announcement, based on a communication to the society by John D. Whiting:

The present day villages are located, as a rule, either on the top of hills, originally for protection, or near some spring or source of water. Many are built upon the foundations whose origin dates back thousands of years. There does not exist a single example of a peasant village that has been founded in modern times.

Many have pictured Mary and Joseph, after arriving at the inn at Bethlehem, and finding no room, being forced to turn into some barn built of timber, with lofty roof, hay mows, wooden manger and stalls for cattle and sheep. Such a stable has been the subject of many medieval and modern artists, but it does not present a really true picture. Let us consider the old-style village home that is most common in the districts around Jerusalem and Bethlehem, for that will give us a better idea of what happened on that first Christmas day.

The village streets are crooked, narrow and unpaved. As in

many of the countries of the Orient, farmers live close together for protection, and not on their lands; therefore, in the villages there are no open fields or gardens, but house is next to house, except for the small walled-in inclosures or sheepfolds through which one generally passes in going into a dwelling.

The house itself consists of one large room, usually square. The walls, from three to four feet thick, are built of blocks of stone roughly dressed and laid in mortar, roofed over with a dome, also of stone. The outside of this roof is covered with a coating of mortar made of clay, which, on being pressed with a small stone roller or pounded with a board, becomes hard and compact enough to shed the rain.

A steep outside staircase, unprotected by any railing, is built up to the roof, for the surface must be repaired at times. The flat, open space of the roof also forms a handy place on which to dry figs and raisins, and during the hot weather the family may sleep there at night.

Entering the door, we find that about two-thirds of the space is devoted to a raised masonry platform, some eight to ten feet above the ground and supported by low domed arches. This raised space, called el mastaby, is the part occupied by the family, while the lower part is used for the cattle and flocks. A few narrow stone steps lead up to the mastaby, and a couple of small windows pierce the wall, high up from the ground. These, as a rule, are the only means of admitting light and furnishing ventilation to the entire house.

On one side is an open fireplace, with a chimney running through the roof, often in an old water jar whose bottom has been knocked out, and so becomes a sort of smokestack. Many houses have no chimneys at all; small holes through the wall, or the windows, furnish the only exit for the smoke, which on winter days fairly fills the house.

The furniture is very simple—a crudely decorated chest, a straw mat, or heavy woven woolen rug, which covers part of the floor, and mattresses with thick quilts and hard pillows, which at night are spread on the floor. The

cooking utensils are few in number—one clay cooking pot, a couple of large wooden bowls in which to knead the dough and a couple of smaller ones used to eat from.

Having inspected the dwelling portion, which at once is kitchen, store-room, bed room and living room, we descend the steps into what the natives call the stable.

Below the mastaby, or raised platform, just described, among arches so low that a man can scarcely walk erect, are the winter quarters of the goats and sheep. To shut the flocks in, these arched entrances are obstructed with bundles of brush

used as firewood for the winter. The rest of the floor space, which is open to the ceiling, is devoted to the few work cattle and perhaps a donkey or camel. Around the wall are primitive mangers for the cattle, built of rough slabs of stone placed on edge and plastered up with mortar.

Often the owner makes a small raised place on which he sleeps at night to keep better watch over the newly born lambs, least in the crowded quarters some get crushed or trodden down by the older ones. Here he often sleeps by preference on a cold night, for he says the breath of the animals keeps him warm.

World Isn't Crazy

Just A Small Percentage Of Its People In A Neurotic State

There are some who insist that the mankind has gone clean crazy. It is a mistake. It is only a not very large minority who are afflicted in that way. In any asylum for the refuge and comfort of such unfortunate it is but a few of the inmates who make a racket. It is the same out of doors. The trouble is that it is only those who do make a racket that we hear or hear of. The rest of us who go about our usual business in our usual way furnish no topic of interest and the world hears nothing of us.

At the time of the census of 1910, and almost certainly still, the majority of the people of this country were living on farms or in rural villages, each one of them pursuing his regular vocation, endeavoring to take in each year a little more than he pays out, and while reading "the news" as the mail brings it, not specially bothering about it or for even a moment thinking of or in any way changing effort or aspirations. And that is precisely the condition today. Drive out in any direction from any city far enough to get quite clear of the urban district and you will find every one thinking as he has always thought, how best he can personally get on in the world and only casually thinking of anything else.

If this be true, and it is, then we have already accounted for more than half the American people as perfectly sane persons living in just such a world as they al-

ways inhabited, governed by the same impulses and seeking the same ends by the same methods. They note a change in the purchasing power of money, but find it operating, upon the whole, quite satisfactorily to their advantage and not concerning themselves with it as a phenomenon or a problem. They do not like the increased taxes, but find them as easy to pay as the old taxes, or if not the debt and extra public expense which cause the higher taxes were increased in a cause which they approved, and they accept the burden.

When we come to the large cities and the industrial centres—possibly a hundred localities in the country—we do not quite find that condition. Overcrowding of any species, animal or vegetable, results in degeneracy of a good many individuals, and yet in the large cities we find a vast majority of the people pursuing their regular work in their regular way—all striving as usual to do the best they can for themselves, but some believing that they will help from others a more satisfactory division of what is to be had than each could get by individual effort. And they are doubtless correct. But except for their aspirations and their action do not materially differ from those of the residents of the country.

Finally there are the professional agitators and a following

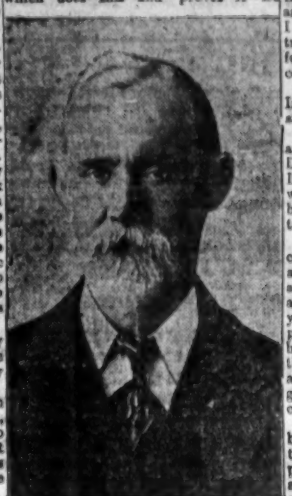
relatively small, but in the aggregate, in so large a population, considerable in number, composed mainly of those whose nerves cannot stand the strain of the complex urban contact and who imagine all sorts of things. They insist that this is a "changed world"—which it is not—and that it needs to be "regulated" in all sorts of new ways which they think they have invented or will be able to invent. We find specimens of this neurotic class in all stations of life. Many of them get into State Legislatures. Some get to Congress and some—but we will go no further. The symptoms of this mental disturbance are usually the delusion that this is a "new world" and that they are personally called upon to fix it, and invariably accompanied by a highly stimulated facility in the use of language, never, however, language of precision, but which they pour forth on the slightest provocation, or without any, in public speeches, writing to the newspapers, or in ordinary talk with all who will listen to them. It is, of course, evident that the terrific pressure of conflicting interests which have centered at Paris has been entirely too much for the nerves of the permanent or temporary residents of that city. No human mind could bear up under it, as one sees by the results. But among the temporary residents were some of the toughest nervous systems in the world, and they came out best.

This neurotic attack does not differ from former ones, except that it has spread over more countries than ever before at one time, which has been made possible by cheap postage and electric communication. It will probably last longer than any previous attack and the recovery will be slower. But most of the affected will get over it in time. The favorable symptoms are a disposition to attend to one's own business and let that of other people alone. The disease is most dangerous to society when it attacks those naturally disposed to altruistic sentiments. No more than the "flu" is it a respecter of persons. Happily, the percentage of those suffering is not large. But they do make an awful noise. The remedy indicated is work on one's own business, out of doors if possible.—San Francisco Chronicle.

A Life of Agony Backache Positively Cured After 10 Years.

Rheumatism and backache are two of the most common and troublesome complaints in this country to-day. Thousands of people find work a torture, action of any kind a weariness, and bad weather a continuous dread. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills.

Now, if you purge the kidneys as you would the bowels, they will regain their healthy, active condition, and soon rid the system of uric acid. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills.



Mr. G. T. GOODALL, (from Photo).

"I am now over 60 years of age, and in very good health—thanks to De Witt's Kidney and Bladder Pills. I always keep 'em in hand, and always recommend them as being the best thing I know of for kidney troubles."

De Witt's Kidney and Bladder Pills cure by going straight to the kidneys and bladder. Within 24 hours they are guaranteed to relieve the pain, and a blue tinge in the urine proves to you that the healing ingredients have passed right through the kidneys and bladder. This blue colour is their distinguishing mark. A perfectly safe and natural remedy, they never fail to give relief and hardly ever fail to cure permanently.

In a recent test, out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, although such bad cases, two got so much benefit that they thought they were cured, but were not positive. The remaining one was a failure—the disease had gone too far.

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When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers—E. C. De Witt and Co. Ltd., Laboratorien, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilized world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

"For over ten years I suffered continuously with kidney trouble, the pains in my back being so severe that I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint."

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:—

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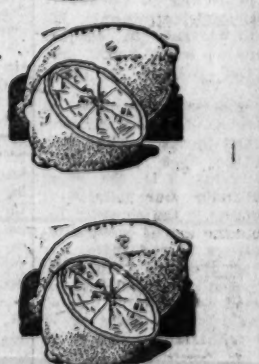
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"HOT?" "Y-E-E-S!"

"Of course you are—everyone is hot—except those who know how to keep cool."

"How on earth . . . ?" "Yes, I thought you would ask that."

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WEATHER

The typhoon raises an hurricane at Guam. It will advance between that island, Luzon and Loochoos. A depression will pass by the North of Shantung and the Gulf of Pechili. Fresh monsoon to the North of the Formosa Strait. Intense heat; local thunder storms.

WEDDING

ON the 28th of Aug. at the home of G. Nyland, before Rev. Dr. John R. Hykes, Geo. A. MacKeown of Standard Oil Company, to Gertrude Carne, of San Diego, Cal. Mr. G. Nyland acted as best man for the groom and S. P. Chant for the bride, both of Standard Oil Company of New York. Miss Carne arrived in Shanghai on Aug. 20th per s.s. Shinyo Maru. Reception and dinner was given to a party of friends at the Standard Oil Company's Pootung Installation. 31712.

Today's Church Services

Holy Trinity Cathedral.—Thirtieth Sunday after Trinity. 8 a.m. Holy Communion. 10:30 a.m. Mattins and Sermon; Psalm 71; Lessons; Habakkuk II 1-11; Timothy VI; Hymns 279, 283, 281, 522; Preacher: The Sub-Dean. 11:30, Holy Communion. 4 p.m. Evensong and Sermon; Psalm 72; Lessons; Habakkuk III 2-3; Matthew XX 1-28; Hymns 267, 277, 161, 477; Preacher: The Dean.

St. Andrew's Church, Broadway.—8 a.m. Holy Communion. 11:30 a.m. Mattins and Sermon; Psalm 71; Lessons; Habakkuk II 1-11; Timothy VI; Hymns 160, 344, 217, 880; Preacher: The Dean.

Union Church.—11 a.m. Preacher, S. E. S. Perkins; Chant; Hymns 30, 187, 209, 155, 6 p.m. Preacher, Rev. G. H. Bond.

field D.D.; Chant 89; Hymns 546, 294, 320 684.

St. Joseph's Church.—Masses at 6, 7:30, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6, 7 a.m.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. J. S. Ore; Evening 6 p.m. by Rev. R. Gillies.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Christ Jesus." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Is India Worth Keeping?

A Highly-Independent View Of The 'Brightest Jewel In The Crown'

BY ROBERT BLATCHFORD (Sunday Chronicle, Manchester)

HERE are two subjects of which I always fight shy: one is Ireland, the other is India. India is difficult, Ireland, because no one ever tells the whole truth about it, is impossible. This week I am going to take risks. I am going to write about India.

I do not pretend to speak with authority about India. I shall not presume to instruct or advise my readers. I am really seeking guidance and information. Most Englishmen know very little about India, and care less.

I know only a trifle more than the crowd, but I care a good deal. India, in fact, worries me. India gets on my nerves. I want to know where we are, and I want my readers to find out where we are, so I am going to ask a few rather audacious questions.

The first question I shall ask is the most important. Is India worth keeping? Is India worth the risk and anxiety she causes? Or is India a white elephant?

So far as I can understand, and so far as I know, India is more trouble than she is worth. I do not say that my conclusion is justified by the facts—I have not the command of the facts—but I give my opinion and I will give the reasons for what they are.

India has been called the brightest jewel in the Imperial Crown. That may be true, but though I cannot judge the value of that jewel I can see very plainly that it has been and is a very costly jewel.

For a very long time India has been the strongest factor in our foreign policy and the key-note of our Imperial strategy. We fought to win and to conquer India, and we have fought and plotted and intrigued to retain India.

India was the prime cause of the jealousy and friction between Britain and Russia. The chief value of the Suez Canal is a strategic value; it is the shortest route to India. Our presence in Egypt is due to the necessity for protecting the line of communications between us and India.

The fact that the most virile part of India's population is Mohammedan accounts for our failure to drive the Turks out of Europe. We have armies in India, in Mesopotamia, in Asia Minor, and in Egypt because we are nervous about the route to India. There is no doubt whatever that if we did not possess India we should be saved much expense and anxiety.

WHAT DO WE GAIN? On the other hand, what do we get from India? I do not know. Truly, I have never discovered.

balance the disadvantages of our possession of India. And then, looking at the problem from a moral standpoint, I must say that as an Englishman and a democrat I do not like the idea of our country keeping 315,000,000 human beings of alien race and creed in subjection. Our treatment of the natives of India does not harmonise with my ideas of liberty and manhood, and would not, if it were known, commend itself to the bulk of the British people.

But it is one thing to ask whether India is more trouble than she is worth; and it is quite a different matter to suggest that India should be given up.

If we handed over India to the Indians there would be a danger of violent and sanguinary civil wars, and there would be a danger of the conquest of India by some other foreign Power. Neither of those happenings would be good for India. The second of them might be very bad for us.

One of the Pan-Germanic dreams was the German conquest of India. Had that dream come true we can imagine the great accession of power that would have been gained by Germany. With 315,000,000 of people from which to raise armies (three times the population of the United States), Germany could have defied the world.

Germany and Russia today are Republics. But who knows what tomorrow? Either of those nations, with India in her control, might become a menace to the peace of the world and the freedom of mankind.

Nor must we forget that India herself, once she became an independent Power, might develop war-like proclivities which would embroil her with China or Russia or Japan.

Germany Hungry, Dispirited And Strike-Ridden

Marine Power Vanished, Harbors Are Listless Caricatures Of Former Days—People Say Peace Terms Must Be Modified—Workers Too Ill-Fed To Produce

BY T. W. WILLIAMS (New York Times)

GERMANY is suffering from a long fast, not relieved since the armistice. Her workers have undergone years of undernourishment, and there has been so little improvement in the poor man's ration that production is still hampered by his lack of vitality. That was the chief impression I got during a two months' visit to Central Europe, from which I have just returned.

The wealthy "Schleibers," as the war profiteers are called, and the other millionaires can purchase turkeys, geese, ducks and poultry to eke out the short meat ration of half a pound a week, including bone, besides having fish and other delicacies, but the workman in Germany, with the high prices today, cannot get enough food to support himself and family, although his pay has increased to 50 or 60 marks a day. No one is allowed to bake white bread. The average person in Germany regards the situation as hopeless, has no faith in the paper which is being printed into marks in billions, and does not attempt to save it. There is every prospect of a good harvest, which may make things a little better for the poorer classes during the coming winter. Few factories have been started again because of the lack of raw materials, and the Government is doling out 9 marks a day to hundreds of thousands of unemployed in the cities and towns all over the country. The ex-army officers would not doubt be willing to fight again, but the masses would not follow them into the field.

NO BRASS BANDS AT PIERS

The traveler who lands at Cuxhaven now from one of the American liners which maintain the only regular passenger service from New York to Hamburg will be astonished at the difference between the Germany of pre-war days and that country as it is in the summer of 1920. Beyond two or three tired-looking elderly men and a few school children there were no spectators on the long landing stage when the writer arrived there in May on the Manchuria. The spacious buildings and covered way leading to the railroad station and the coast of arms of the Hamburg-American Line were still there, but they looked dingy and deserted. The woodwork needed painting, and the dust had settled thickly everywhere.

Passengers who had landed at Cuxhaven in other days when the big liners were met with bands of music and waving flags, when scores of army and navy officers promenade to and fro on the pier, looked in vain for any sign of Germany's former military spirit. The train conductor appeared to have lost all his pep. His uniform was old and patched. The gorgeous belt and silver-inlaid leather pouch he used to wear had disappeared and there was nothing peremptory in the inflection of his voice when he called out "Einstiegen" for the travelers to take their seats. As a matter of fact, the Schaffner did not appear to care whether the passengers got into the train, and that, combined with similar indifference on the part of the other railroad employees, was the reason the train did not get away from Cuxhaven until six hours and twenty minutes after the liner had made fast.

The cars were part of the old stock the French railway inspectors had decided were not worth taking away after the armistice had been signed, and the locomotive was on a par with the coaches. It did not thunder out of the station with a vibration that shook the windows in the quaint houses and dash off to Hamburg at fifty or sixty miles an hour. On the contrary, the engineer, a sad-faced man who told the writer that he was willing to do his bit for his country but was not getting enough food, had to pile up the wood used instead of coal to the utmost capacity of the furnace before there was enough steam to switch the baggage cars into line from the section where they had been loaded with the baggage.

VISITORS TAKE FOOD

Many Americans who evidently had relatives in Germany had big square trunks packed full of sugar, rice, coffee, split peas and dried foodstuffs; and it took six and sometimes ten of the debilitated longshoremen to raise these trunks and place a sling under them. One cabin passenger had three drums of paint and a sewing machine in one big trunk and the space in between filled with rice.

The only cheering news the passengers received during the long wait in the station was that good Rhine wine could be obtained in the buffet for 20 marks a bottle, which was about 55 cents in American money at that time. There was a rush to the bar, and men and women returned carrying long-necked cold bottles of Niersteiner and Rudesheimer to solace themselves on the tedious night ride to Hamburg.

Cuxhaven looked as forlorn and deserted as its waterfront. With the exception of a few old coasting schooners and tugboats the docks were empty. The former officers of the Hamburg-American Line had been making a bare living since the armistice by checking cargo and acting as night watchmen on American ships. Hans Ruser, former Commodore and Captain of the Vaterland, is now master of an old 1,000-ton cargo boat trading between Hamburg and Gothenburg, Sweden—one of the few vessels the Allies have allowed Germany to retain.

The stores in Cuxhaven did not appear to be doing any business, which the inhabitants explained as due to the fact that prices were too high. Women's aprons, for example, which were sold for 2 marks before the war, were felled in the windows at 20 marks. To the American receiving 40 paper marks for his dollar it meant only 50 cents, but to the German workman it was nearly half a day's pay. Eggs cost 5 marks each (12½ cents), and are regarded as a luxury by the masses.

The trip up the River Elbe on the Manchuria was interesting, because it gave one a realism of the disappearance of the German mercantile marine from the seas. Before August, 1914, the North Sea literally teemed with craft, from the 100-ton sailing schooner to the 55,000-ton passenger liner, bound from or to the port of Hamburg. At third-class armored cruiser and three obsolete torpedo boat destroyers, sold to be the nucleus of the present German Navy, and two Swedish freighters were the only shipping to be seen making for the port or in the River Elbe.

Hamburg itself, formerly a forest of masts, looked desolate as the Manchuria steamed to her anchorage in the middle of the river. The American Line there is leased three piers, but there is not enough water for the big ships to go alongside when they are deep laden from New York. The Hamburg-American Line still holds on to its numerous piers and has refused to sublease any of them to foreign steamship companies. The company had only one coastwise steamship of 500 tons tied up there, and the vast warehouses were empty.

FORMER GLORY DEPARTED

At another pier the cruising yacht Victoria Luise, formerly the old ocean record-breaker Deutschland, looked as though she might have been there since the civil war. The German Government had built another deck on her aft and used her, with the Imperator, as a receiving vessel during the war. All the glories and elaborate fittings had disappeared, and the once dark and dirty liner looked like a ship of the sea.

The writer was informed that the Allies had thought of giving the vessel to Belgium, but the neglected state she was in and recollections of her progress as a coal eater made them decide to leave her for the Germans. One Belgian firm asked whether the Victoria Luise could be handed over to them to fit out as a floating hotel in the River Scheldt at Antwerp for the Olympic games and offered to spend the necessary money in renovating her cabins and saloons, but the project fell through.

Close by, which was under construction by the Hamburg-American Line during the war and nearly completed when the armistice was signed in November, 1918, loomed up over the harbor like a giant. Her engines have been installed, but the three funnels and the two upper decks, with the passenger accommodations, have yet to be fitted. It was said she could be ready for sea within nine months. Engineers were working on the ship, with several hundred workmen, to get her ready for turning over to the Allies, till May 15, when they started for higher pay. It was understood that the White Star Line is to have the Bismarck in place of the hospital ship Britannia, which was torpedoed in the Ionian seas, and the superintendent engineer of the company has arrived in Hamburg to inspect the vessel.

More than 500 lighters were lying idle at their moorings through a strike of the crews for more pay. One of the city officials said to the writer: "We are having fresh strikes nearly every day. Bakers, butchers, street sweepers, fiddlers, and even brewers have followed the new fashion since the war of demanding more money for less work."

Do they get it? he was asked. "Not always, because the business corporations are not making any money. In some cases the workers in nearby towns have struck and come into Hamburg to draw the 9 marks a day subsistence money given by the city to the unemployed, as they would only get 6 marks in their district."

FOREIGNERS PAY DOUBLE

Few taxicabs were operating in Hamburg on account of the scarcity and high cost of petrol. The fares are three times the usual. There is no use in wait-

ing time in discussing it. Too much has been lost already. Let us get back to business, and try to restore our industries." Occasionally one of the hot-headed ex-army officers will get excited over suits and wine after dinner in a restaurant, and cry that the German Army is still undefeated; and appeal earnestly to his friends for confirmation, as ex-Prince Joachim did in the Hotel Adlon in Berlin. Such outbursts are soon smoothed down by others at the table.

FOOTPADS INFEST STREETS

The streets of Hamburg are kept very clean, indeed, and in spite of the new democratic form of government, no man, woman or child born in the city would throw anything on the sidewalk. They would much sooner carry any rubbish until they saw a receptacle to throw it into, because they have been trained that way.

The streets are not too safe at night on account of footpads, called "Banden," who go about armed and hold up passersby and offer break into houses. They are mostly ex-soldiers, and described by the police as Slovaks and Soviets—anything but Germans! The Reichswehr, as the new soldiers are called, go about in squads hunting for the "Banden," and when they catch them red-handed robbing a house shoot them down without formality. The bodies are removed by the sweepers in the morning.

Americans who expect to arrive in Hamburg late at night should make sure that they have rooms in hotels, because the waiting room and the entire station are closed at midnight by order of the police in order that bad characters may not sleep there.

There are some Soviet agents in the city who have been provided with funds. They call themselves "Communists" and are careful to avoid the word "Soviet" or "Bolshevik," but their aims are the same. Meetings were held for several days in the Busch Circus Platz in St. Pauli, a suburb of Hamburg, like Coney Island, and the police did not interfere. One day while the writer was in Hamburg the orators worked their listeners to such a pitch that they were able to lead them in a march to the Town Hall to demand their rights. Word had been received by the city officials and the Town Hall was surrounded with a fence of barbed wire six feet high. Machine guns were placed at different points to command the leading avenues of approach.

When the mob marched down the Kaiser Wilhelm Strasse toward the Boerse they were stopped by a detail of 200 of the Reichswehr with loaded rifles and four machine guns. The Captain in command ordered the civilians to go back and send their grievances to the Burgomaster in writing. They refused and tried to force their way through the front rank of the soldiers. Two hand grenades were thrown among the people to scare them. Two of the soldiers were stabbed and a riot began. The officer in command ordered the machine gunners to get into line and open fire. Three persons were killed, ten seriously wounded and thirty others who had received injuries lay on the roadway. The crowd scurried back toward St. Pauli. Most of them had served in the war and they knew what machine guns were.

SMALL CHANGE LACKING

Change is one of the hardest things to get in Germany. The cities print bills for 1 mark 50 pfennigs, and as small as 10 pfennigs, but there are not enough of these to go around for street car fares and in the shops, so the people use postage stamps and bits of cardboard stamped 10, 20 and 30 pfennigs. There would be a good deal of forged paper of this kind about if it were worth the trouble, a banker told the writer. Some of the notes of larger denomination are said to be counterfeit, but, as no one seems to be able to tell the difference, they circulate without any difficulty.

Rents are cheaper in Germany than in New York (which, incidentally, is at least 25 percent dearer than any country in Europe at the present time), but accommodation is hard to get. The people have flocked into the cities from the country and won't go back. In order to house the extra population the Government has been compelled to take control of all spare rooms. It is not unusual to find a longshoreman's family quartered on the upper floors of a Bishop's house, or a shipyard worker with his wife and eight or nine children sharing the mansion of a rich merchant or lawyer. Bankers appear to have enough influence with the Government officials to keep their houses, usually the best in the city, free from the billeting inspectors.

Americans stopping in the hotels in Hamburg, Frankfurt or Berlin are surprised at the manner in which the waiters, porters, maids and all the help employed therein have calmly accepted the no-tip regime with the increase in

amount indicated on the meter. The writer had to pay 80 marks (about \$2.25) to ride with baggage from the Hotel Atlantic to the Altona station, about fifteen minutes. Only three of the big hotels were open to receive visitors, and when the rush of Americans started early in May they had great difficulty in finding accommodation. Just as the hotels commenced to make some money the waiters struck for an increase of 20 percent in their pay and shorter hours. The Atlantic agreed to the terms, and notices were posted in prominent places informing the guests that the service was included in the charges for rooms and meals and they need not tip the servants. The other hotels and restaurants had to close for a week.

Then the musicians struck, and Hamburg was without bands except in the Atlantic Hotel, which is owned by the Hamburg-American Line. Its directors, including Hugo Stinnes, wish to avoid trouble with the laboring classes. Foreigners can reckon upon paying at least 100 percent more for anything they purchase than the natives, and in many instances it is added to the bill in the stores when an American asks for an article from the window with the price marked upon it.

Even then the stranger is better off than he would be if he patronized one of the select establishments on the Munkelburg Strasse, where none of the goods displayed are marked. Tea and its substitute, dried cherry leaves; coffee, dried peaches, prunes, apples, figs and all kinds of edibles, formerly sold in the grocery stores, are now sold on barrows by peddlers in the principal streets of the city, and it is somewhat strange to see well-dressed men and women struggling to get to a barrow and buy half a pound of coffee beans.

Although English was spoken in Hamburg more before the war than in any other city on the Continent, very little is heard or talked there now because it has been taboo for nearly five years. Business men from the United States and England walk about the streets and talk freely in the hotels and restaurants in their native tongue, without arousing resentment. Wealthy bankers, like Max Warburg, brother to Paul and Felix Warburg of New York, expressed their opinion to the writer that the outlook for Germany was hopeless if the United States and Great Britain did not persuade France to modify her intense antagonism and give Germany a chance to struggle to her feet again.

TO TAX INCOMES

A new taxing law was scheduled to go into force this month ordering every citizen earning more than 3,000 marks a year to pay 40 percent of his or her income to the Government. The Germans complained bitterly about this and said that life would not be worth living when it was put into effect. Many of them expressed a desire to go to the United States directly after the Peace Treaty was signed and the restrictions against their landing there removed.

The writer conversed with people of all ranks and conditions in life during his trip through the country and did not hear any expression about the possibility of Germans not being received well abroad. There was one exception to this, the hatred expressed everywhere for France. The German merchants and manufacturers said that Great Britain and Japan were supplying Germany with raw materials to start her factories and America was sending cotton; and they felt sure that the trade with the United States would have a big boom directly after we signed the Peace Treaty, which they expected would be some time next March after the election. The Germans said that they had given up all hope of anything being done for them by President Wilson and the Democratic Administration in Washington.

Men and women in Germany dress plainly and eschew all display of jewelry or wealth, as they are likely to be hooted and denounced with the cry of "Schleiber" by the crowds. Hungry boys gaze through the windows of the restaurants at the diners and yell "Schleiber" until they are chased away by the police.

Only one piece of beefsteak was seen by the writer in Germany, and that was at the Traube Restaurant in Hamburg, which city appeared to be better off for meat than Berlin, Frankfurt, Cologne, Baden-Baden or any of the others. Perishable fruits, cherries, strawberries, raspberries, and so on, were cheap everywhere and were about the only foods which could be purchased for a mark. The trees were laden with apples and pears. The Germans do not talk much about the war with foreigners. They shrug their shoulders sometimes and exclaim "Well, the Entente Allies say we have lost the war. Our Government has had to accept their peace conditions, so let us put the matter aside. There is no use in wait-

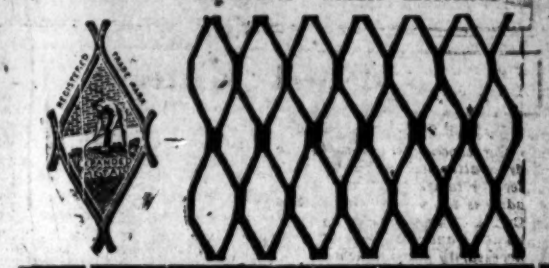
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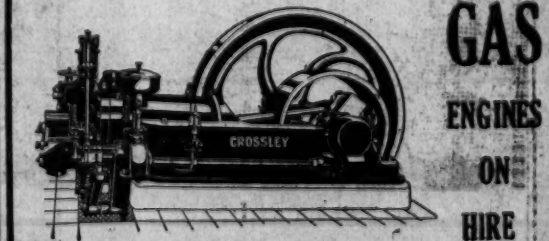
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(Continued on Page 14)

BOOBY HATCH

You Can't Blame Him For That

By Berndt



Musical Matters

By H. B. HURRY, MUS. B.

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

The tour of Europe, or rather of the accessible parts of it, by an American orchestra was undertaken at a time when obstacles must have seemed at times almost insurmountable. Up to the arrival of the New York Symphony Orchestra in London there had been a continuous series of strikes threatening to upset the schedule of engagements. Nevertheless all the concerts took place according to arrangement with the exception of one, due to a local strike on the French railways.

In London, which was reached in June, the orchestra met with the most cordial welcome. Mr. Damrosch and his entire orchestra were entertained at a banquet given in their honor by the Lord Mayor. Besides the excellence of the playing of the orchestra, English musicians were impressed with the triumph of organization and good temper over the innumerable difficulties which cropped up at almost every stage of the tour, due to the unsettled condition of labor and transport.

Mr. Damrosch was more than pleased with his welcome throughout France and Italy, where every effort was made to make the orchestra forget its trials and troubles en route.

In London, at the banquet, and on other occasions Mr. Damrosch paved the way in many happy

speeches for a close understanding between musicians of the two nations. The orchestra showed marked excellence in certain departments. In the horns there was a certainty and ease of production that came as a surprise to English ears. Even in our best English orchestras many horn passages sound difficult, and there is always the fear of "creaking" on high notes that takes a good deal of the pleasure of listening, even when nothing goes wrong. The New York Symphony Orchestra has set out systematically to overcome the characteristic uncertainty of the quartet of horns. Mr. Damrosch, in an interview with an English critic, said this was due to the most careful arrangement of the players, so that first and second horns were allotted only the parts of the instrument which they had specially under control. There were two first horns sharing the part between them when fatigue would make passages risky.

The exact drilling of the orchestra is something new to our concert rooms. The strings parts are all carefully bowed by the librarian in conjunction with the leaders of each department, so that in performance the result is absolute uniformity of "down" and "up" bows. Orchestras in America, it seems, have many more rehearsals than is customary in England, and to this a great deal of their excellence is due.

Mr. Damrosch admits that the English players, with their scanty rehearsals, have attained a readiness for emergencies and a peculiar spontaneity in their playing which gives warmth, and an air of improvisation to their performance.

He thinks that we should still benefit, without loss of these qualities, by a more liberal allowance of rehearsals and the detailed drilling given in America. He reminded his interviewer that orchestras in America are subsidized either by wealthy corporations and societies, or by the generosity of single patrons who devote large sums of money to the cause of music.

This alone makes it possible to engage players for their whole time, and necessary rehearsals can thus take place to an almost unlimited extent.

Visits of the orchestral organizations of one country to the other will, it is hoped, be more frequent. They give opportunity for comparing results and methods that differ widely enough for each to benefit. The aim is common to first-rate orchestras in both, that is, to obtain the most perfect playing of the scores of masterly works.

The English trust in their players rising to the occasion with a minimum of rehearsals has undoubtedly developed a class of performer ready at all points; but it has not always been to our advantage. It will be remembered that when Richard Wagner went to England to conduct, he found that the rule at the Philharmonic was one rehearsal only between the concerts. Characteristically for Wagner, and fortunately for us, he bluntly refused to conduct unless more rehearsals were held. Indeed it is impossible in one rehearsal for a new conductor to impress his wishes on all departments of an orchestra in several different works. In old works, in which there is a sort of tradition as to tempo and balance of parts, this difficulty is as pronounced as in entirely new pieces.

It was a cause of exasperation to Wagner to find Mendelssohn's methods thrust at him at every turn in England. Mendelssohn being then the demigod of all things musical in that country. When Wagner conducted a Beethoven Symphony without score—he knew the nine symphonies by heart at the age of nineteen—he was told "Even Mendelssohn did not attempt that."

At the next performance of a Beethoven symphony, a score was seen on the desk, and Wagner was congratulated on the improved performance. One of the onlookers, happening to glance at the score, discovered it to be Rossini's "Barber of Seville" upside down. Galled as he was, he was obliged to play works of his brilliant contemporary in deference to English taste and Philharmonic traditions. Wagner appeared at the conductor's desk in white kid gloves.

Little of this innate British conservatism is apparent today. In London one may hear concerts of every school of composers. Someone has said that you could scarcely throw a brick in London just now without hitting somebody who is giving recitals of Scriabin of the modern Frenchmen. Down Chelsea way may be heard the compositions of men who appear to consider the invention of new and nasty sounds as a choice form of wit. People continue to listen to recitals of Eric Satie's monstrosities, and of other less celebrated eccentrics. Most

of this extremely "modern" music is very ugly to look at, and one is always hoping it sounds better than it looks. To the majority of critics I find, it sounds worse. At all events the recent interest in the more abstruse of Scriabin, and of lesser known men who lack the greatness of Scriabin whilst adopting all manner of curious styles, does at least show that the English are determined to give it all a hearing and choose for themselves. The almost unanimous enthusiasm over Darius Milhaud's "Hymn of Jesus" was placed, for its second performance, on the same program as Beethoven's Choral Symphony. Not only was there no word of protest, but the one was considered, by those who heard it, as impressive as the other.

The Three Choirs Festival (of Hereford, Gloucester and Worcester) has been revived again. The last was held in 1914. Some London critics have remarked on the program announced as if it were a personal affront to them, and as if Three Choirs Festivals were run for their special benefit. "Same old program," they groan "when they pass over the smaller novelties and come to the meat of the festival, which contains 'Elijah,' 'The Messiah,' Elgar's 'Gerontius,' Verdi's 'Requiem,' and the 'S. Matthew Passion.'"

No doubt the London critic has had enough "Elijah" and "Messiah" to last him his lifetime. But the provincial audiences have not, and may not have heard even once the other works. Festivals are run to pay their way, if with no hope of a surplus, and the "winners" must be drawn upon to secure any very wide support. The provincial theater manager believes in the adage still, "When in doubt, play 'East Lynne.'"

But the festival authorities have right on their side from quite another point of view. The rising generation out of London has certainly not had enough of the Handel and Mendelssohn favorites. The grown young men and women of today were children when the last Three Choirs Festival was given. If old time favorites are to be tabooed, to suit the tastes of the progressives, the next generation will never have heard the standard oratorios.

This is, of course, absurd, and were it to become a fact, it would be a shocking thing for the critics themselves in a few years. Never to have heard the oratorio in its early stages, would make it impossible for them to give a reasoned judgment of the new works, which have grown out of the ruins of the old. As regards the Bach works such as "S. Matthew Passion" and the "Christmas Oratorios," it is almost certain that appreciation of their complex and manifold beauties is only just beginning. They are not likely to be worn threadbare in our own lifetime. Even now the toughest problem that can be put before a conductor is to infuse chorus and orchestra with the spirit of certain parts of these masterpieces.

Some day, when there seems to

be a revival of interest in purely choral work, as distinguished from the opera chorus, it would be interesting to discuss the peculiar psychology of the Bach cantatas and other choral pieces. This is where isolated extracts must always, to some extent, fail. Once in the atmosphere of an extended Bach work, he begins to paint pictures in the mind by the merest suggestion. To take only one instance, in the Christmas Oratorio. The first few numbers are concerned only with the joy of Christmas. Trumpets, drums and jolly rhythms, all contribute to an almost hysterical rejoicing. Then comes the choral, intended for all present to join. The congregation are to sing the tune, the beautiful and intricate harmonies to be added by the choir and organ. The choral tune to this "How shall I flitly meet Thee?" is none other than the

one used in five different versions in the Passion.

The power of the suggestion is far greater than any statement. People could have been reminded by direct statement that Christmas celebrated the birth not merely of a little baby in a pretty story about a Savior. To do so would be not art, but dogma. Without a word spoken comes the echo in all its pathos, yet with a brighter harmonization, of the tune that is associated in the minds of all worshippers with the story of the suffering, trial and death. This is not dogma, but it is of the very highest art. Such situations in Bach are very numerous. The key is always one of suggestion, and to the imaginative mind there is more in this than in the most magnificent statement, that has no suggestion of something beyond.

Capitoline Hill Reclaimed

It is a matter for disappointment to the excavator Commendatore Boni and the antiquarian Professor Rodolfo Lanciani that the demolition of the Palazzo Caffarelli, on the south side of the Capitoline Hill, at Rome, is to go no deeper than the first story of the mediaeval building which for many years served Germany as her embassy in the Eternal City. The foundations have been left and on them there is being erected one of the most beautiful terraces overlooking what was once the ancient city.

The Palazzo stood on the southwestern height of the three heights of the Capitoline, and from its windows with a northern exposure could be seen the mediaeval and modern city, with the back of the Victor Emmanuel monument close at hand and St. Peter's in the distance; to the northeast could be seen the Capitol, the buildings of whose square were designed by Michelangelo, while to the southeast the eye swept the ruined Forum and beyond the Colosseum. Only the last view now remains from the new terrace.

Had the excavations been carried deeper, who knows what relics of ancient Rome might have been turned up. For here, whether one accepts the story told by Propertius as to the treachery of the Roman maiden Tarpelia or the story of her heroism as related by Dionysius, legend has fixed the site of the famous Tarpelian Rock, the Rupes Tarpesia, from which at the height of 150 feet prisoners were hurled to their death in full view of the crowds gathered in the Forum. And here, too, were more than a score of temples principally dedicated to Jupiter.

Of the three approaches to the Capitoline from the Piazza Araceli leading to the Piazza Caffarelli is on the right, through the beautifully shaded Via delle Tre Pile, whence may be seen the remains of the old Servian wall in the ascent. The Palazzo was built in the sixteenth century by the head of the patrician family which gave it its name. There is little known about this family prior to 1372, when Giovanni Caffarelli was Chancellor of the Roman people during a brief attempt to restore the republic of the ancients. His direct male descendant died in 1826, but his collateral continued to live in France, where today the Countess de Caffarelli—for the women of the family always preserved after marriage the patrician name—dwells in her hotel at 66 Avenue Kleber, Paris.

Prior to the acquisition of the German Embassy, the Archaeological Institute, the German Hospital, and other German property on the "sacred hill" by the Italian authorities, the Germans owned over 21,000 square meters of the surface of the historic Capitoline, or two-thirds of the whole, while the Roman municipality and the Church of Ara Coeli between them owned only one-third.

In other words, the Roman "Holy of Holies" was largely in German hands, and the German Embassy stood over the ruins of the temple of Capitoline Jove. A year ago this state of things ceased to exist; the Capitoline celsa of Virgil are now wholly Italian, as they always ought to have been. In the garden of the Palazzo portions of the walls and foundations of the great temple are visible, the entire platform and four crypts have been found, and a corner of the platform and a large section of the walls are also to be seen in a gallery which was the Ambassador's wine cellar,

where was kept the generous liquor for the entertainment of his Germanophile friends and his royal guests from the Fatherland.

It is not proposed to destroy the adjacent German Archaeological Institute, erected in 1874-76, because it is known that there are no classical remains under that building, which will serve for some Italian scientific purpose. Its valuable library, carted off in cases to the Castle of St. Angelo when Italy went to war with Germany, was the subject of an animated discussion at a recent meeting of the Accademia dei Lincei, when it was proposed that the Italian Government should take it as part of the German war indemnity. The late directors of both the Archaeological Institute and the Prussian Historical Institute, Professors Delbrück and Kehr, have both returned to the Eternal City.

On the other hand, it is intended to pull down the German Hospital after the Palazzo in order to form part of the terrace. The whole of the southwestern side of the Capitoline will thus be transformed into what may be called "the Capitoline Garden," and it is hoped by Romans that the houses at the foot of the Tarpelian Rock, which now obscure the view of that famous spot, may also be cleared away.

Thus henceforth the visitor will no longer have difficulty in seeing the rock well from below, nor will he have to cross German territory to see it from above. If these plans be carried out, Rome will have one of the finest public gardens in the world, a spot connected with all the great events of Roman history and commemorated by poets and men of letters from Propertius to Hawthorne.

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SUNDAY, AUGUST 29, 1920

Date and Destination	Per	Chl.	Br.	U.S.A.	Rus.	Jap.	Eng.
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	..	14.00	..	..	..	..	14.00
Tientsin	..	12.30	..	..	..	..	12.30
Japan Ports	..	14.00	..	..	..	..	14.00
Japan Ports	..	9.00	..	..	..	..	9.00

TOMORROW							
Hongkong	..	17.00	..	..	..	..	17.00
Hongkong and Canton	..	21.00	..	..	..	..	21.00
Vladivostok & Siberia	..	17.00	..	..	..	..	17.00
River Ports	..	21.00	..	..	..	..	21.00
Japan Ports	..	14.00	..	..	..	..	14.00
Chefoo	..	10.00	9.30	..	..	..	9.30
Chefoo	..	21.00	..	..	..	..	21.00
Japan, Canada, U.S.A. & Europe	..	15.30	..	..	..	..	15.30
Japan Ports	..	17.00	..	..	..	..	17.00
Vladivostok & Siberia (via Pukow & Harbin Daily except Sunday)	..	17.00	..	..	..	..	17.00
Ningpo	..	18.00	..	..	..	..	18.00
Tientsin	..	17.00	..	..	..	..	17.00
Hankow	..	17.00	..	..	..	..	17.00
Vladivostok	..	17.00	..	..	..	..	17.00

Tuesday, August 31.							
W'wai, C'foo, and T'ain.	..	14.00	..	..	..	..	14.00
Hongkong, Straits, India & Europe via Sues	..	21.00	..	..	..	..	21.00
Vladivostok & Siberia	..	17.00	..	..	..	..	17.00
River Ports	..	21.00	..	..	..	..	21.00
Japan, Honolulu, Canada, U.S.A. & Europe	..	15.00	..	..	..	..	15.00
Japan, Hawaii, Canada, U.S.A. & Europe via	..	15.00	..	..	..	..	15.00
Japan Ports	..	19.00	..	..	..	..	19.00
Japan Ports	..	17.00	..	..	..	..	17.00
W'wai, C'foo, and T'ain.	..	14.00	..	..	..	..	14.00

Thursday, September 2.							
Amoy, H'kong & C'foo	..	11.00	..	..	..	..	11.00
Amoy and Hongkong	..	11.00	..	..	..	..	11.00

Friday, September 3.							
W'wai, C'foo, and T'ain.	..	14.00	..	..	..	..	14.00
W'wai, C'foo, and T'ain.	..	14.00	..	..	..	..	14.00
W'wai, C'foo, and T'ain.	..	14.00	..	..	..	..	14.00

Saturday, September 4.							
W'wai, C'foo, and T'ain.	..	9.00	..	..	..	..	9.00

Monday, September 6.							
H'kong, R. Ports, Straits, Ceylon, India & Europe via Sues	..	17.00	..	..	..	..	17.00

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Is India Worth Keeping?

(Continued from Page 12)

an area of 3,729,665 square miles, has a population of less than eight millions. The population per square mile is: Australia 1.5, Canada 1.9, India 17.5. India, with a population six times larger than Great Britain and Ireland, has nearly two million square miles less than Canada, while the population of Canada is not much in excess of that of Greater London.

India, by reason of its population, is strategically almost as formidable as China. In more numbers India is almost equal to Russia, Japan, and Germany combined, and the Indian people as a whole are very ignorant and are politically untrained—an easy prey to any warlike and highly organized invader.

When we come to apply the principle of self-determination to India we have to reckon with the probable results. If the Indian people are incapable of self-government and self-defense, it is obviously no kindness to them to withdraw our protection.

Would it be sensible, or would it be right, for the sake of a theoretic principle, to expose the untalented and disunited races of India to the horrors of civil war and the dangers of invasion?

To me such a course would seem about as mad as to remove the sheepdogs and the shepherds from a flock, and leave them to such freedom as they could maintain in a region overrun with packs of wolves.

Under existing conditions I suggest that how great soever be the burden of our Indian Empire to be borne by the British people we cannot expose so defenseless a people to the dangers that would surround them, nor can we run the risk of their being exploited and used against us for our own gain. That is why I say that the problem of India is difficult.

Those who have so enthusiastically taken up that new shibboleth self-determination, seem to have no doubts as to the propriety of its immediate application to any race or nation, but there are cases where it would be a more than doubtful boon, and India is one of them.

ONLY ONE SOLUTION

There appears to be only one solution of the problem of Indian independence, and that does not seem likely to be available in the immediate future. If we had been able to establish a real League of Nations it might be possible to grant to India her independence under a guarantee of protection by the League. But the League of Nations so far is no more than a pious wish, and it is quite obvious that a League of Nations which does not include America, Russia, or Germany would be a poor safeguard of the integrity of a newly emancipated India.

We must remember that before the British established themselves in India that country had for many centuries been exposed to raids and invasions of conquest and plunder, and had become a sort of hereditary prey to warlike tribes upon and warlike nations beyond its borders.

Should British protection be withdrawn what Power, other than a League of Nations, could prevent a recurrence of India's tribulations? And he must be a sanguine politician who believes that a League of Nations, so constituted as to be capable of preserving peace and defending liberty in the East, is likely to be formed in the lifetime of the present generation.

As I have remarked before, I am but a lukewarm Imperialist. In Australia, New Zealand, Canada, and South Africa we have enough broad acres and enough natural wealth to accommodate the British race. Except for strategic purposes arising out of our Imperial policy we do not seem to have any need of India or Egypt, or any other African or Asiatic possession.

I cannot help thinking that by giving up some of our distant and alien territories, and by striving to make Great Britain and the

Colonies self-supporting, we should increase our national security and decrease our troubles and expenses.

LOOK AFTER THE HOMELAND

Next to the danger and the burden of India, there is no problem more perilous to us than the problem of our food supplies.

Our pernicious policy of neglecting home production and depending upon foreign supplies brought us close to disaster during the war, and is still crushing us under the inflated prices and meager supplies which must endure for some time.

Great Britain, Australia, Canada, New Zealand, and Newfoundland contain nearly seven millions of square miles with a gross population of more than sixty millions. That is Empire enough for us to govern, and Empire enough for us to live upon. If we could put into it the wealth and the energy we expend on the government and protection of alien races we ought very soon to be richer and safer than we have ever been.

To me it seems that withdrawal from the distant and overburdened defense of alien States and the concentration upon the development of our more fertile resources, would be an advantage to the nation.

At the same time, I cannot see how we could fairly, or safely give up India or any other Asia or African possession until the liberated races were capable of self-defense, or until we had a League of Nations powerful enough to guard them against the attacks of predatory foreign nations.

This brings me to my second question: "Is there any likelihood of our being able to establish a League of Nations capable of putting an end to war?" Let me make my meaning clear.

I am not asking whether such a League of Nations is desirable, or whether it is possible. For to put an end to war it will be necessary to maintain the peace in the world over, in the East as well as in the West.

Were India made independent, the three Eastern Powers—China, India, and Japan—would number some seven hundred mil-

lions of people. What sort of an international police force would be required, should those three, or two of the three, make war? Can we hope that with India an easy prize Germany and Russia would refrain from attack, and, in the event of such an attack, which of the other Powers would be bold enough or rash enough to intervene?

DANGER, TROUBLE, EXPENSE

Numerically, we are a small nation. With our English-speaking Colonies included, we do not muster seventy millions. We are not quite equal in numbers to Germany or Japan.

We have vast and distant Colonies and possessions, and a huge and scattered trade to protect. We cannot supply our own food or raw material. We are war-weary and disinclined to debt, and it is surely inadvisable

for us to incur fresh and difficult responsibilities and expenses in Asia and in Europe.

Yet, while we are an Eastern Power, while we are a Mohammedan Power, and while we have our food supplies and India, and the routes to India always on our hands and on our minds, it is not easy to find a means of curtailing our expenses or diminishing our risks.

India, therefore, is a difficult problem, but we shall have to struggle with it, and, that being the case, it would be better if our people took more interest in the subject.

India, little as we regard her or study her, means a great deal to all of us. She means danger, and trouble, and expense. I will not say that she means nothing else, or nothing better, but she does mean those three things.

Germany Hungry, Dispirited And Strike-Ridden

(Continued from Page 12)

wages. Before the war the departure of a guest from a hotel was one of the impressive sights of Germany. The procession lying in wait in the hall was usually led by the porter in an Admiral's full-dress uniform minus the cocked hat and ended with the small red-faced pages in tight-fitting green uniforms trimmed with gold, which had so many buttons it was impossible to count them. Now the guests depart without formality. The service in the hotels is quite good, however.

Robbery goes on all over the country, and the police are unable to cope with it. Trunks and valises checked on the trains are broken open and looted during transit. Passengers are advised at the Government booking offices to insure their baggage. This causes them to take everything they can with them into the compartments, which causes a great deal of discomfort. The valises are piled up in the corridors of the trains and the women keep an eye on them while the men sleep.

TICKET SPECULATION
There are dining cars attached to the trains, but not very much to eat except fish, dark bread and a mysterious sausage. No one seems to know exactly what its ingredients are. The taste might be described in the words of the great Mikado as "something lingering."

Food appeared to be much scarcer in Berlin than in Frankfurt and the people looked thinner. Travelers, when they go to the railroad ticket office to ask for a berth from Berlin to Frankfurt, are informed by the Government clerk that none is sold without a medical certificate on account of the limited accommodation. On his return to his hotel the traveler is told by the porter who has been looking out for him that he can secure a ticket on the sleeper for 150 percent above the regular tariff. When he reaches the car at night the traveler finds it filled with American or English business men and cannot see a single native.

Berlin theaters, music halls and picture palaces close at 11 o'clock and the restaurants at 11:30. There are no signs of war to be seen in the streets of the capital or any other city in Germany. An occasional squad of the Reichswehr marching along for duty at some post is the only military detail seen in parks and streets formerly thronged with officers and soldiers. The royal palaces on Unter den Linden and in the König's Platz, formerly so gay with flags and soldiers, need painting. Some of the windows have been broken in riots and not yet been replaced. Many of the buildings, and the Brandenburg Thor at the entrance to the Thier-

garten, have been covered with placards of the Communists and the Government counterproclamations.

VIEW OF EX-EMPEROR

The ex-Emperor's furniture is ready to be sent to his future home in Doorn, Holland. Only the old conservative Germans would like to see him back again. Even the educated classes do not appear to blame him for bringing on the war. They remember that he did a great deal to build up the prosperity of the German Empire and do not wish him to suffer discomfort in his exile. Even the Socialists agree to this view. The former Crown Prince appears to have no friends in Germany among the rich or the proletariat.

It is suggested that he will have to spend the remainder of his days in Weiringen on the Zuyder Zee and engage in the fishing trade or the seaweed-drying industry. Army officers blame him for the

Verdun disaster and say that was the main cause of losing the war. Potsdam is deserted. There is no one to guard the old palace of Frederick the Great at Sans Souci, or the new palace in the great park, except civilian attendants. Thousands who never were allowed to go inside the palaces during the old regime now go over the buildings on Sundays and holidays. They pay a mark each, which goes toward the upkeep.

Health resorts like Hamburg, Marienbad, Naumburg, Kissingen, Wildbad and Baden-Baden are opening up again. The hotel proprietors are hoping to have their wealthy American clients return to them when the peace has been signed. As the exchange is against them everywhere and their paper money is only good in their own country, the Germans are stopping at home this Summer.

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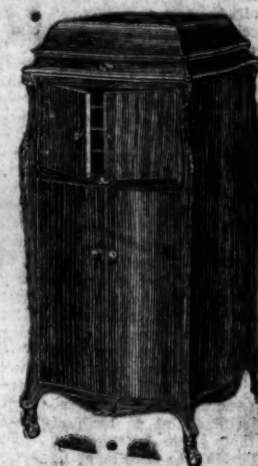
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Present Day Conditions Within The German Republic

New York, July 25.—These memories from the note-book of Karl Kitchen, who has just returned to New York after a seven weeks' trip through Central Europe, present the impressions of a keen reporter of conditions within Germany's Republic. In making his comparisons, Mr. Kitchen has the advantage of having visited Germany in the winters of 1913-14 and 1915-16. On this trip he spent four weeks in Berlin and other great cities of the country. Mr. Kitchen speaks the German language.

By KARL K. KITCHEN
(New York World)

A year and a half of peace has made most people in Berlin long for a return of war, or, at least, of war conditions. For the capital of Germany was far better off during the war than it is today.

Food is scarcer, prices are many times higher and unemployment is far greater at the moment than at any time since the signing of the armistice. And there is an all-pervading atmosphere of hopelessness and gloom that did not exist before the Treaty of Versailles was accepted.

Instead of making a start toward recovery Germany has gone backward as any one who was familiar with its pre-war and war-time conditions must appreciate after spending a fortnight in Berlin. There is nothing to justify the high hope that well wishers of Germany in the United States have often entertained. Supplies of raw materials, coal and iron, are insufficient to hold up its industrial scaffolding much longer, and a collapse must come unless the Treaty of Versailles is revised or the Allies put Germany on her feet.

Gen. von Ludendorff is often seen around Berlin in civilian clothes. He frequently drops in at the Hotel Adlon, where he lived for several months following the armistice.

As he passed the entrance to the bar on one of these visits, one of the American correspondents caught sight of him and hailed him with a very ungracious "Herr General, one moment."

The former head of the German military machine stopped in his career and entered the bar, where in all seriousness the American correspondent explained that the writer had come to Berlin to find out who had won the war.

"Did you read my book?" asked the old commander.

"Of course," I replied, adding that every one in America had read it.

"Then you didn't need to come to Berlin to ask the question," he replied as he turned on his heel and walked out.

The fact that the United States and Germany are still technically at war does not prevent Americans from visiting Berlin. Nor is it necessary for Americans to enter Germany by way of Coblenz, the headquarters of the American Army of Occupation. Even the formality of obtaining a German visa in France can be dispensed with. An American can take a night train from Paris to Frankfurt or Cologne and proceed the following night to Berlin. If he can get space in the sleeping cars. Through train service from Paris will be established in a few weeks, however.

The cost of railway travel has more than quadrupled in Germany in the last twelve months. The train service is still limited and space in the through trains is often sold weeks in advance. However, every official in every branch of the Government is "open to reason." A hundred mark note, or two or three of them, will work wonders.

The Turkish Customs of "bakheesh" has been adopted through Germany, high Government officials being as susceptible to it as the lowest porter. Before the war German officials of all classes were noted for their honesty. Today, a non-grafting official is hard to find. The impossibility of making both ends meet on their meager salaries is primarily the cause for this amazing breakdown of a national characteristic.

Naturally there is nothing but paper money in circulation in Germany. Thousands of counterfeit 50 and 100 mark notes are in circulation, but as nearly a billion marks in genuine notes are printed by the Government each month, few people are disposed to take exception at counterfeit. And after all the counterfeit has as much back of it as the genuine notes.

There are two Germanys today, industrial Germany, bankrupt and without hope because two-thirds of its iron and one-third of its coal have been taken by the Allies; and agricultural Germany, as smiling and prosperous as before the war.

The crops throughout the former empire are the best in many years. But the peasants are unwilling to be dictated to by the Socialist elements that control the cities. In South Germany, where the peasants are Catholics, they absolutely refuse to feed the radicals. If its producers of

foodstuffs will starve out the Communists, as the peasants did in Hungary, Germany will be freed from the Bolshevik peril.

The peasants, generally speaking, are monarchists. In Bavaria the monarchy may be re-established within a few months. King Ludwig has returned to Munich and a "militarist putsch" is predicted by every one there.

When the writer visited Harden at his home in Grinewald, on the outskirts of Berlin, the famous editor was playing with his dog, "Here, Elbert," he called to the little animal, "come and give the American journalist your views," adding, "My dog knows a great deal more than President Ebert, but it is very difficult to make him talk for publication."

Harden believes a new party will have to be formed to save the German Republic as none of the existing parties, (there are seven important ones) can carry an election. He is almost as bitter against the Ebert Government as he is against the militarists.

Two hundred radicals terrorized the big city of Dusseldorf for nearly two weeks last month. The entire business of the city was paralyzed by strikes under their direction until they were driven out of the district. The Ebert Government is too weak to prevent repetitions of these disorders, and that is why it must fall.

A group of militarists recently murdered a nephew of Maximilian Harden, the famous editor of Die Zukunft, whose attacks in the military party have made him hated and feared through the former Empire. Harden is a Jew and he told the writer that he may be the next victim of the militarists, who are anti-Semitic.

Cologne is the most flourishing city in Germany today, and the most expensive. Improved business conditions always follow the British Army, and Cologne is the headquarters of their Army of Occupation.

Conditions in all of the occupied districts are in striking contrast to the country beyond the Rhine, for there foreign trade is growing and law and order prevail.

There is one American mandate in Germany, the American correspondents hold a mandate over the Adlon bar.

Potsdam is filled with soldiers and foreign officers, many of whom are living in the royal palaces, waiting for better days.

Everybody hopes some kind of a miracle will take place that will put Germany on her feet. But after a month in Germany, I am more than ever convinced that the age of miracles is past.

In a home where I visited, my hostess paid 30 marks a pound for ham, 60 marks a pound for butter and 75 marks for a pound of sugar. At the present rate of exchange that is \$1.50 a pound for butter and nearly \$2.00 a pound for sugar, but it must be remembered that the mark and not the dollar is still the unit of value in Germany and that at the normal rate of exchange those prices mean the equivalent of \$15 a

pound for butter and \$19 a pound for sugar.

The rumor that Prof. Max Reinhardt is coming to America is without foundation. His new theatrical interests will keep him in Berlin for a long time to come—and besides, he cannot obtain a passport. Maximilian Harden has been approached to make a lecture tour in America, but he told the writer that he is almost certain that America doesn't want to pay to hear what any German has to say at the present time.

The soldiers who stole \$10,000,000 in Rumanian bank-notes from the Tower at Spandau were arrested while the writer was in Berlin. When they opened some of the bales of money which were printed in Germany for the use of the German Armies in Rumania, they discovered that many of the notes were mouldy.

The best thing that has been said about the German money is

that it is filthy without being

dirty. Every one in Berlin is pessimistic over the future of Germany. Conditions must change, they say, because they cannot get worse. I did not meet a single person who expected that Germany would pay any appreciable part of the indemnity. In fact, nearly every one is of the opinion that it cannot be done.

Germany would like to have the United States cancel the debt Great Britain owes us, so that the French debt to Great Britain would be wiped out. Then France would not need such a huge indemnity and Germany would not have to pay anything. This plan is suggested in all seriousness by prominent Germans as the best solution of their problems. I reminded several of them that every one in America isn't crazy—yet.

Berlin is now the fourth city in the world in point of population. A large number of Polish Jews

have taken refuge in the capital and their presence has not allayed the anti-Semitic feeling that exists in many quarters.

The three words most in use in Berlin are "putsch," and "valuta." Every one asks every day when a "putsch" or coup d'etat will take place—for either the Militarists or the Communists are expected to make an attempt to seize the Government before fall.

"Schieber" (literally, purser) is the name applied to profiteers. "Valuta" is the exchange and it is the all absorbing topic of conversation. For every one with money is speculating in it.

There is not the slightest chance of the former Kaiser returning to power—or any of the Hohenzollerns, for that matter. The Kaiser's name is rarely heard.

The beer in Germany is almost unfit to drink. It is worse, if possible, than the half-of-one percent stuff that masquerades as "beer" in dry America. Nobody who can afford to have anything else thinks of drinking it. The rich drink wine, the poor, water.

The breweries in Pilsen and

Budweis are in operation and their beer is excellent, but the Czechoslovaks do not allow it to be exported to Germany.

Wine is fairly plentiful but expensive. Twenty marks will buy a fair grade, but it is subject to a 20 percent tax.

While the cost of living in New York has doubled since 1914, and in Paris quadrupled, in Berlin it has increased tenfold. For instance, the table d'hôte luncheon at the Hotel Adlon, which used to be 3 marks 50 pfennigs before the war, is now 35 marks—and the menu is very scanty.

Drivers of the few remaining taxicabs are allowed to multiply the amount on their meters by eight, when demanding pay from their fares.

Two of the Kaiser's sons are

often seen in the lobby of the Adlon. One of them is learning the banking business, while another has taken up scientific farming. Prince Joachim, who committed suicide the other day, was in the automobile business for a few months, but did not make a

success of it. The street car fare is 70 pfennigs instead of ten, and a bus ride from Unter den Linden to Halensee, which used to be 30 pfennigs, is now 3 marks. My hostess buys most of her household supplies "hinterhand." (Continued on Page 16)

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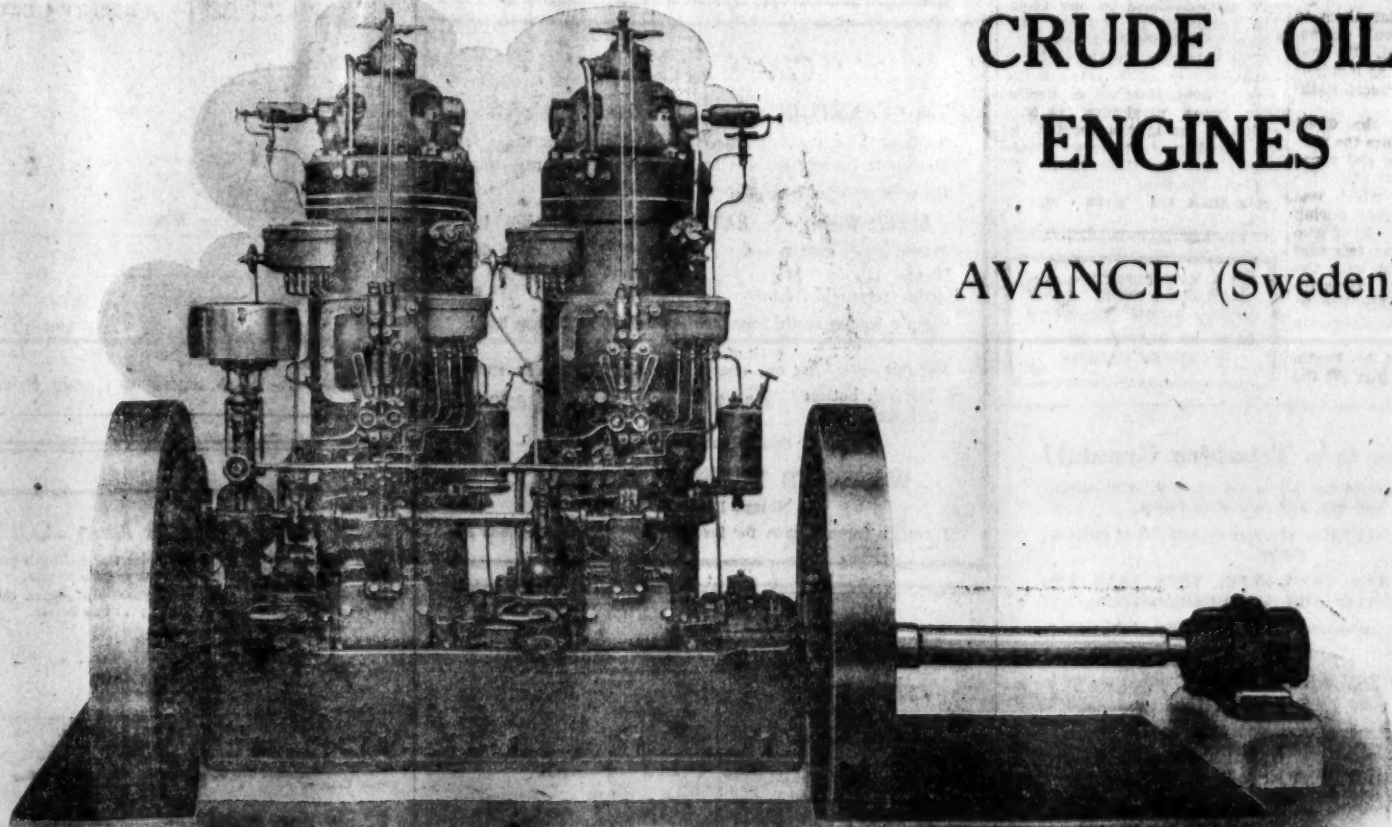


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Present Day Conditions Within The German Republic

(Continued from Page 15)

As it is called, from dealers who are trafficking illegally in food-stuffs. It is an impossibility to live on the food rations in Germany, with the result that those who have money buy from dealers who disregard the food cards for fancy prices.

Meals, even in the homes of the richest people, are now very modest repasts. As game is not rationed it is available at fancy prices, but cuts of beef, such as we know in America, are only "ersatz" (substitute) coffee, is vile and the after-dinner cigars—cabbages from Hamburg—would choke a Hoboken dock wallop.

Even in the best hotels and restaurants there is no variety of food and the prices are so high that only "schleibers" (profiteers) and wealthy travelers are able to patronize them.

Each egg late in the morning at the Hotel Adlon had 5 marks written on it—\$1.25 at the normal rate of exchange. A luncheon I gave at the hotel for two German friends was 362 marks (approximately \$10 in American money but \$90 at the normal rate). It was a very simple luncheon and the same menu would not have cost more than \$10 or \$12 in a New York hotel—except for the wine. The itemized bill, which I have before me as I write, includes 20 percent tax on the wine (20 percent Weinsteuern) and a 10 percent Teuerungszuschlag or 10 percent tax on the total amount for service.

In Berlin today 10 percent for service is added to every restaurant check and the waiter expects a tip in addition, although the 10 percent tax is divided among all the restaurant employees.

It is no longer the custom to call a waiter "kellner." One must say "Herr Ober," (Mr. Captain) to the smallest menials.

The employees of every factory, shop, or restaurant, etc., have their local soviets and run things with a high hand. They dictate wages, hours, the number of employees, and any effort to interfere with them results in a strike. There are a score of strikes in Berlin every day and it is a rare occasion when the strikers lose.

The employees of the Hotel Adlon—five hundred and fifty of them—compared with the four hundred who were sufficient to run the hotel before the war—knocked off work for two hours the other afternoon and served themselves tea in the Kaisersaal of the hotel while guests waited for them to answer the bells. Louis Adlon, the owner of the hotel, did not even reprimand them, as it might have resulted in a general walk-out.

The Adlon Hotel, the finest hotel in Europe before the war, is using paper napkins and paper tablecloths. It has not been able to replace its linen which was taken by the Government during the war. Its towels—a guest who remains but a week or two sees only one—are marked with the lettering of the North German Lloyd, Mr. Adlon having bought them from the defunct steamship company.

The best restaurant in Berlin today is Borchardt's, just off the

Friedrichstrasse. A meal for two costs 200 marks, with wine, of course. Peltzer's, just off Unter den Linden, is quite good, but it is patronized almost exclusively by "schleibers" (profiteers). Borchardt's gets the conservative Berlin element—and American bon vivants.

The only bargains are in the wines. Restaurant prices are so high that Berliners take practically all their meals at home.

Hot water for bathing purposes is only permitted twice a month owing to the coal shortage, and in many apartment buildings the automatic elevators have been stopped for the same reason.

The streets are not nearly as clean as they were in pre-war days and beggars and pickpockets are everywhere in evidence.

Only 40 percent of students at the University of Berlin have more than 300 marks a month for their total expenditures—about \$7.50 at the present rate of exchange. Out of that sum they have to feed and clothe themselves in addition to paying for rooms. If it were not for the Society of Friends (British Quakers) who are serving these students meals for a nominal price of 1 mark, 50 pfennigs, the number of students would be reduced by nearly one half.

The old type of German university student with his smart corps uniform, scarred face and twenty-sidel capacity has disappeared. The typical "college boy" in the German Republic is a thin, undernourished, shabbily dressed youth and lacks spending money.

The University of Berlin, like every institution of higher learning in Germany, is a hotbed of militarism. As the middle class is gradually being wiped out the students are among the greatest sufferers. They are anxious to rid Germany of its radicals, whom they blame for their present plight.

The Head Porter at the Hotel Adlon makes more in a month than the Chancellor of the University of Berlin receives in a year.

The University Students are showing unusual interest in athletic sports—track meets are becoming popular and there is also great interest in boxing. Professional boxing matches have captured the fancy of the Berlin public and the international contests at the various arenas are well attended.

Moving Pictures are not particularly popular. There are few American films as German managers cannot afford to buy them. The German-made pictures are ten years behind the times.

The only new structure of any importance in all Germany is the Grosses Schauspielhaus in Berlin. This great playhouse, as it is called, is the largest theater in the world, seating more people than either the Hippodrome or Capitol Theater. Shakespearean productions are given nightly.

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with casts of five and six hundred players to audiences of five and six thousand.

There are three stages, all of which are utilized, and the production the writer witnessed. "Julius Caesar" was given with only one pause after the third act. Despite the fact that the performance lasted four hours not one of the six thousand spectators left the theater.

There are almost as many English plays in Berlin at present as German offerings. The biggest laughing hit is "When Knights Were Bold," at the Theater des Westens. Oscar Wilde's "The Importance of Being Earnest" and "Shaw's" "Pygmalion" and "The Great Catherine" are enjoying considerable popularity, but no less than three theaters are giving Shakespearean drama.

The German Operas are unusually poor. Even the best of the lot "Der Letzte Walzer," (The Last Waltz) by Oscar Straus has a deadly book and but one or two good melodies.

Nobody dresses in the evening in Berlin except for the most formal functions—which are few and far between. There is very little entertaining. Early to bed and early to rise is the rule for rich and poor alike.

The most popular pastime is attending the races. Crowds of fifty and even eighty thousand are not unusual at Oranienwald, the beautiful race track just outside of Berlin, especially on Sunday afternoons. Bales of paper money are wagered on the nags, the pari-mutuel system being in vogue. The writer saw Nubler, the best horse in Germany, win the Union, a race with a 60,000 mark purse, before a crowd of more than sixty thousand.

Eleven o'clock is the closing hour in the German capital. The street cars stop running at that hour and all the restaurants, cabarets and ball establishments are supposed to be closed. There are several "night clubs" that flourish in spite of the law, however.

Berlin has somewhat recovered from the dancing craze that gripped it last winter when the spending spree was at its height. De Palais de Danse, the most beautiful public dance hall in the world, is still open—until 11 o'clock—but it is no longer a smart rendezvous.

Germany is bankrupt in theatrical novelties, the plays of Sudermann and Hauptmann, who were heralded as modern Schillers and Goethes, are mere potboilers. The Kaiser's private lodge, from which he used to watch the races, is now used as a refreshment booth for the members of the Jockey Club and their families.

Americans are well treated

everywhere in Berlin. The hatred in Germany today is directed against the French, because of their occupation of Frankfurt with black troops and their demands at the Spa conference.

I never heard any one speak of President Wilson while I was in Germany. Nobody in Berlin seems to think about him in these days.

There are practically no private automobiles in Berlin. Joy riding is forbidden and the few motors in commission are used only for business purposes. Gasoline is \$1.50 a gallon and rubber tires are almost unobtainable. The automobiles on view in the show rooms along Unter den Linden have wooden tires, painted to resemble rubber. Deliveries cannot be made with rubber tires at the present time.

Hundreds of old horse cabs have made their re-appearance at the railway stations, in front of the hotels, and along the principal thoroughfares. They have taximeters and their drivers multiply their totals by eight when ending a ride.

The Friedrichstrasse is still boarded up as the result of the subway excavation, work in which has been stopped since the war. Traffic policemen have practically disappeared, but there is so little traffic as compared with former years that they are not missed.

The orgy of spending which followed the signing of the armistice has long since ended. The stores are practically deserted for the simple reason that few people have any money to buy more than the bare necessities of life.

The Baltic troops which occupied Berlin during the Kapp "putsch" are still mobilized, in defiance of the Ebert Government. There are many military units in the same outlaw situation, and occasionally they parade down Unter den Linden, with military bands playing and Prussian flags flying, in defiance of the Government.

Armored automobiles and tanks are sent through the city from time to time by these military outlaws, all of which does not add to the happiness of the population. No one knows at what hour the "putsch" will begin, with the result that every one is "jumpy" when a tank rumbles by.

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very hard to find and still more difficult to wear. Before the war 40 marks would have bought an excellent pair of shoes in the best shops. In fact, the cost of clothing and shoes has increased more than ten fold.

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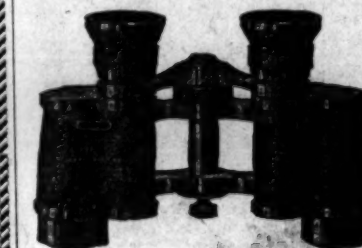
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2 PISTOLS ADDED TO ELWELL CLUES

Former Army Officer, Turns Over One, Friend Of Slain Man The Other

WEDDING GIFT IN CASE \$200 Returned To Turfman By Bride—She And Husband Are Questioned

New York, July 23.—Assistant District Attorney Dooling, added two more \$45 Colt automatic pistols yesterday to his collection of weapons in the Elwell case. One was turned over to Mr. Dooling by William Mayhew Washburn, an army officer during the war, who did not know Elwell personally, and the other by a friend of Elwell, whose name was not disclosed.

Mr. Washburn, one of the scores interviewed by Mr. Dooling, said he still had his army revolver, and that the authorities might have it if they wanted it. Police Captain Carey of the Homicide Squad, Mr. Dooling and others went yesterday with Mr. Washburn to his mother's home, 52 East Seventy-ninth Street, entered the house, which was boarded up for the summer, and found the pistol with some cartridges in a chest. The pistol was turned over to the experts of the Police Department. Harold A. Content, former Assistant United States District Attorney, an old friend of the Washburns and of Elwell, was at the Washburn house.

The interviews with Mr. and Mrs. Washburn resulted from the finding among Elwell's effects of a canceled check for \$200, Elwell's wedding present to Mrs. Washburn last October 29, and a letter written by her to Elwell in 1918 enclosing the letter of another young woman.

MONEY RETURNED

The \$200 check was later returned to Elwell, we were told, said Mr. Dooling. "Mr. Washburn's account shows an item of \$200 charged against it on January 7 or 8 of this year. When the check was first received at the time of the wedding Mr. Washburn endorsed it and deposited it at his bank. Later, he told us, on their return from the honeymoon, they checked over their wedding presents and Mr. Washburn noticed the Elwell check again. He told his wife then that, since he was not personally acquainted with Elwell, he did not think the present should be accepted. He drew another check for \$200, and Mrs. Washburn told us she returned it to Elwell with a letter.

Mrs. Washburn said that to the best of her recollection the letter she sent to Elwell, enclosing another, was written in the Spring of 1918. The other letter was written by a Middle Western school teacher,

Army Flyers Off On Long Flight To Nome, Alaska



Starting on one of the most picturesque flights ever undertaken by the United States Army Air Service, four big army planes took to the air at Mitchell Field, Mineola, on the first leg of their long journey to Nome, Alaska. The planes will cover approximately 9,000 miles, and it is estimated the trip will take forty-five days. The primary object of the flight is the establishment of an aerial military route to North-westernmost America. Photographs will be made of the route.

No attempt at speed will be made. The planes flying under a schedule which calls for easy stages of from 200 to 350 miles a day. In the photograph, from left to right, are: Captain St. Clair, commanding officer; Lieutenant Clifford C. Nutt, flight commander; Lieutenant Ross C. Kirkpatrick, Lieutenant E. H. Noon and Lieutenant C. E. Crumie. Sergeants English, Henques and Viera will also make the flight.

ed too ancient and too trivial to be concerned about.

"We have too much to do and have to take up things one at a time," he said. "The letter and the check were found early in the investigation, but we have only recently had a chance to inquire about them. Elwell had so many relations with so many people, as a bridge expert, society favorite and racing man, that it is a long process to get information on each point which comes to our attention."

Mr. Dooling said there had been a dinner party at the Washburn residence on the night of June 10, and that at the last minute Mrs. Elizabeth Clarkson Washburn decided to go to the "Midnight Frolic," taking the place of another woman who had been prevented from attending the party. She left a note for her husband, who was absent at the time, she said, telling him where she was. She and the other members of the party saw Elwell on the roof of the Amsterdam Theater with Viola Krans, Mr. and Mrs. Walter Lewishohn and Fingerson.

"Did they speak to Elwell?" was asked.

"Well, they saw each other," replied Mr. Dooling.

Mr. Washburn was in bed when his wife returned home, according to Mr. Dooling, who added:

"It seems to be the best opinion that he did not get up the next day until 9 o'clock."

The Assistant District Attorney said he was going to question several other witnesses on various angles of the case. He would not say whether he had been making any progress.

WHERE TO DEPORT ROSS IS A PUZZLE

America Can't Prove Radical Is Scotch And England Won't Have Him

NEVER KNEW BIRTHPLACE

Selling Papers On Bowery In 1861 Is His Earliest Recollection

New York, July 4.—What to do with MacGregor Ross is a problem that daily grows more pressing for the United States Immigration officials on Ellis Island. England does not want him, the United States cannot prove he was born in Scotland, and Ross is very candid to say that he himself cannot remember where he was born. It is charged that he is a member of the Industrial Workers of the World. He has been very active in its affairs on the Pacific Coast, and has been ordered deported as an undesirable alien.

To the Federal authorities in Seattle Ross's name sounded so Scotch that they arrested him with 85 aliens a fortnight ago and sent him to Ellis Island. Ross told the officials he was quite sure he was not born on the other side of the Atlantic. Though he claims the United States is his native land, there are no records to prove it. He cannot remember his parents.

Ross's earliest recollection is of selling papers on the Bowery in 1864, when he was about 16 years old. He remembers driving a canal team in Pennsylvania and of

going west later. Assistant Secretary of Labor Louis F. Post, who reviewed the case, signed the order of deportation. To deport an alien, however, it is necessary to obtain a passport from the country to which he is to be sent. The British authorities, in the absence of proof, refuse to believe he is a British subject and will not issue a passport. Miss Rose Weiss of the law office of Charles Recht will seek the release of Ross by writ of habeas corpus, on the ground that Ross is a citizen of this country, and therefore cannot be deported.

This is Ross's second visit to Ellis Island. His first was in February, 1919, when he was arrested in Seattle with two or three hundred undesirables. Later he obtained his release through the Federal courts and returned to Seattle. It appears that he was arrested again charged with

criminal syndicalism and advocating sabotage.

Negotiations are now in progress with the British Ambassador at Washington and the authorities believe the question will soon be solved.

TAXI PHONE 189
FORD HIRE SERVICE
88 per hr. \$1.20 per 30 min.
77 SOUTH VALLEY

We are manufacturers of all kinds of
PURE, SWEET CHOCOLATE; MILK CHOCOLATE TABLETS; COVERTURES; COCOA POWDERS COCOA BUTTER

Cable or write us for Export Prices stating shipments desired. Large factory facilities enable us to take care of your every need.

ROCKWOOD AND COMPANY

Brooklyn, N. Y., U. S. A.

ESTAB. 1886.

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All Codes Used.

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Four Years' Practice in New York.

Painless Extractions, Crown Bridge-work, Gold and Porcelain Inlays

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STYLISH BATHING SUIT

in a becoming shade will make the summer holidays a long remembered joy.



SQUIRES BINGHAM Co.

"The Store of Quality"

Wind this
Watch only
once a Week
\$4.20 17/6



8-day Lever

Jewelled at 7 Points

Guaranteed for 5 years

Buy Direct from England

This Watch will serve you for many years and give no trouble.

It is only need—winding on Sunday.

It is a concrete example of high efficiency.

Guaranteed fully for 5 years against all defects of material and workmanship.

Elegant, well-made Case, Reliable, strong Movement.

Buy it—we guarantee it!

This 8-day Lever Watch, Open Face, as illustrated, in beautifully polished plain Solid Nickel Case.

No. 384..... Price (17/6) \$4.20

In Artistically Engraved SOLID SILVER Case (British Government Stamped). Open Face as illustrated.

No. 518..... Price (27/6) \$6.60

In Artistically Engraved SOLID SILVER Case (British Government Stamped), but Full "Hunt" pattern.

No. 531..... Price (32/6) \$7.80

LUMINOUS DIAL AND HANDS \$1.20 extra

Prices are calculated in Gold Dollars at \$4.80 to £1 sterling.

SENT PER POST "C.O.D." Just fill in and post the Order Form below—we do the rest.

The quality of every article you buy of us is dependable: your satisfaction is fully guaranteed.

If you are not pleased with any article send it back to us. Then we will immediately return your money—and all the postage charges you may have paid.

Fill in this Order Form. Then cut it out and put it into an envelope, with your name and full address (Deposit \$1.00)

ORDER FORM.

Send me C.O.D. one 8-day Watch. No. Price

Deposit \$1.00 herewith.

Also send me your illustrated Catalogue. My name and full address are enclosed with this order form.

795

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Watchmakers to the British Admiralty.

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A Refreshing, Healthful Beverage

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GOLD FLAKE CIGARETTES

Announcement

We beg to announce the arrival in China of a shipment of "GOLD FLAKE" cigarettes from England.

Gold Flake brand has not only been a favourite at home but won great popularity on the Western Front during the War.

We feel sure that our friends in China will be pleased with this new arrival which has so decidedly proven its good qualities.

Signed—

British-American Tobacco Co. (China) Ltd.

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Leading Tobacconists



An Old Friend in new Surroundings.

GOLD FLAKE CIGARETTES
W.D. & H.O. WILLS
Bristol & London

"THE BEAUTY" CIGARETTES



EVERY CONNOISSEUR ENJOYS THE BEAUTY WHY NOT YOU?

Agents: Sincere Co., Wing On Co., (M. Y. San Co., Nanking Road.

NANYANG BROS. TOBACCO CO., LTD.

★ ★ THE VENUS ★ ★ FIRE AND MARINE INSURANCE CO., LTD.

Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.

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STAR DECORATION FLOUR

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Write us to send you a trial bag and you'll be glad you accepted the suggestion.

We have a quick motor delivery for your convenience.

Mow Sing and Foh Sing Flour Mills,

Head Office: 49, Avenue Eward VII, Shanghai.

'Phone 1053 2538 Central.

Financial And Commercial News

BENJAMIN AND POTTS
STARE LIST
Yesterday's Prices

Stock Banks	Quotations Closing
H. K. and S. B.	550 B.
Chartered	Is. 250
Russo-Asiatic	Is. 250
Marine Insurance	Is. 250
Canton	Is. 250
North China	Is. 250
Union of Canton	Is. 250
Yangtze	Is. 250
Far Eastern Ins.	Is. 250
Co. Ltd.	Is. 250
Fire Insurance	Is. 250
China Fire	Is. 250
Hongkong Fire	Is. 250
Shipping	Is. 250
Indo-China Def.	Is. 250
Indo-China Pref.	Is. 250
"Shell"	Is. 250
Shanghai Tug ord	Is. 250
Shanghai Tug pref	Is. 250
Mining	Is. 250
Kaiping	Is. 250
Oriental Cons.	Is. 250
Kaib	Is. 250
Docks	Is. 250
Hongkong Dock	Is. 250
Shanghai Dock	Is. 250
New Eng. Works	Is. 250
Wharves	Is. 250
Shanghai Wharf	Is. 250
Hongkong Wharf	Is. 250
Lands and Hotels	Is. 250
Shanghai Land	Is. 250
Shanghai Hotel	Is. 250
China Realty (ord.)	Is. 250
China Realty (pref.)	Is. 250
Cotton Mills	Is. 250
E-wo (ord.)	Is. 250
E-wo (pref.)	Is. 250
Laou-kung-mow	Is. 250
Oriental	Is. 250
Shanghai Cotton	Is. 250
Kun-yik	Is. 250
Yangtze	Is. 250
Yangtze Pref.	Is. 250
Industrials	Is. 250
Rutler Tiles	Is. 250
China Sugar	Is. 250
Green Island	Is. 250
Major Bros	Is. 250
Shai Sumatra	Is. 250
Stores	Is. 250
Hall & Holts	Is. 250
Llewellyn	Is. 250
Lane Crawford	Is. 250
Moutrie	Is. 250
Watson	Is. 250
Weeks	Is. 250
Rubbers (Local)	Is. 250
Alma	Is. 250
Amherst	Is. 250
Anglo-Java	Is. 250
Anglo-Dutch	Is. 250
Ayer Tawab	Is. 250
Batu Anam 1918	Is. 250
Bukit Teh Alang	Is. 250
Bute	Is. 250
Chemor United	Is. 250
Chempedak	Is. 250
Cheng	Is. 250
Consolidated	Is. 250
Dominion	Is. 250
Gula Kalumpung	Is. 250
Java Consolidated	Is. 250
Kamunting	Is. 250
Kapala	Is. 250
Kapayang	Is. 250
Karan	Is. 250
Kota Behroe	Is. 250
Kronowek Java	Is. 250
Padang	Is. 250
Pengkalan Durian	Is. 250
Permata	Is. 250
Repah	Is. 250
Samagaga	Is. 250
Seekie	Is. 250
Semambu	Is. 250
Senawang	Is. 250
Shai Klebang	Is. 250
Shanghai Malay	Is. 250
Shai Malay pref.	Is. 250
Shanghai Pahang	Is. 250
Sungala	Is. 250
Sungei Duri	Is. 250
Sun Mangrai	Is. 250
Shai Kalantan	Is. 250
Shai Seremban	Is. 250
Tanjing	Is. 250
Tanah Merah	Is. 250
Tehong	Is. 250
Uluohri	Is. 250
Zianghe	Is. 250
Miscellaneous	Is. 250
C. I. & E. Lumber	Is. 250
Cully Dairy	Is. 250
Shanghai Trams	Is. 250
Shanghai Gas	Is. 250
Horse Bazaar	Is. 250
Shanghai Mercury	Is. 250
Shai Telephone	Is. 250
Shai Waterworks	Is. 250
S. Sellers. Sa. Sales. B. Buyers.	Is. 250

Benjamin and Potts, 8 Jinkee Rd.
Telephone No. Central 398

Silk Market

Messrs. William Little and Co's report for August 27 has the following:

White Silks.—Continue quite neglected.

Yellow Silk.—A small business continues to be done for the Indian markets. We quote Kopun Tis. 470. Woyung 1, 2, 3 C. K. Tis. 440 av.

Exchange and Bullion

Shanghai, August 28, 1920.
Exchange and Bullion
Sovereigns: buying rate,
@ 6/0 1/2 = Tis. 3.31
@ exch. 73 = Mex. \$4.53
Gold Dollars: Bank buying rate,
@ 108 1/4 = Tis. 0.92
@ exch. 73 = Mex. \$1.26
Mex. Dollars Market Rate: 72.725
Shanghai Gold Bars: 978 touch
Tis. 220
Bar Silver: .998 touch Tis. 111
Copper Cash: per tael 192.300
Native Interest: Tis. 08

Latest London Quotations
Bar Silver: .998 touch Tis. 111
Bank Rate of Discount: 7%
Ex., Paris on London Fr. 50.91 1/2
Ex., New York on London T.T. 35
G. 3.58

Exchange Closing Quotations
(All Nominal)
London Demand 6/0 1/2
India Demand T.T. 314
Paris Demand T.T. 1570
New York Demand 1573
New York Demand 108 1/4
Hongkong Demand T.T. 71
Batavia Demand T.T. 47
Singapore Demand T.T. 38 1/2

Bank's Closing Buying Rates
All Nominal
London Demand 6/0 1/2
London 4 m/s. Ctds. 6/4 1/2
London 4 m/s. Dcoy. 6/5
London 6 m/s. Ctds. 6/5 1/2
London 6 m/s. Dcoy. 6/6 1/2
Paris 4 m/s. 1670
New York o/d. Dcoy. 111
New York 4 m/s. Dcoy. 115 1/2

Tourists' Exchange
@ Bank's Closing Demand buy-
ing Rates
£10 @ exch. 6 1/2 = Sh. Tis. 32.21
G. \$50 @ exch. 111 = Sh. Tis. 45.08
Fr. 250 @ exch. 1620 = Sh. Tis. 15.43
1 Shanghai Tael = Mex. \$1.37 at
bank's selling rate for Mexican
Dollars.

BANKS SELLING RATE FOR
MARKS
Marks 3,400 = Tis. 100
100 = Mex. \$4.07

ROUBLES EXCHANGE
Today's Bank Buying Rate
For Roubles
Roubles 22,000 = Tis. 100
100 = Mex. \$0.82

Exchange Shop Rates
Buying: 100 Old Roubles \$1.25
100 New " \$0.82
Selling: 100 Old " \$1.30
100 New " \$0.87

CUSTOMS HOUSE EXCHANGE
RATES FOR AUGUST
Hk. Tis. 3.20 @ 5/7 1/2 = £1
1 @ 1358 Fr. 15.15
0.86 @ 104 1/2 = Q. 31
1 @ 48 1/2 = Y. 2.30
1 @ 288 1/2 = Rs. 2.21
1 @ 150 Mex. \$1.50
1 @ = Roubles

Stock Exchange
Transactions

Shanghai, August 28, 1920.
OFFICIAL
Shai Dock Tis. 125.00

THE man who would forge to the front in this competitive age must be a man of prompt and determined decision. Like Caesar, he must burn his ships behind him, and make retreat forever impossible. Prompt decision and sublime audacity have carried many a successful man over perilous crises where deliberation would have been ruin. Are you still undecided about WIDLER'S MUSK, if so it won't be for long. Forget all the other trade names by which Musk is known but remember WIDLER'S MUSK, the MUSK that will eventually predominate. Send Chinese Postal Money Orders for \$300 to MR. ELLY WIDLER, TA TSING-LU, SZECHUEN PROVINCE, and he will mail you a sample of one pound of WIDLER'S MUSK. Tel. Widler-Tsinglu, Bent, leys Code.

Sharebrokers' Association
Transactions

Shanghai, August 28, 1920.
OFFICIAL
Shai Hotels 6% deb.
Tis. 70.00

Shanghai Produce & Stock
Exchange
Transactions

Shanghai, August 28, 1920.
Japan Trust Bank Ltd.
Tis. 5.00 September
8.50 October
Japan-China S. & W. Co.
Tis. 23.10 October
Shanghai P. & S. Exchange
Tis. 23.00
Local Yarn for Standard: 16's
Tis. 151.10 September
154.00 October
Water Moon 16/20's
Tis. 160.00 November

Hongkong Market

In their report dated August 20, Messrs. Moxon and Taylor write as follows:
Our market shows signs of improvement, and a little more business has resulted. There is a good deal of loose money in the market seeking employment and interest rates have weakened further. Higher exchange, however, has intervened, and rather put a stop to any advance in the quotations for investment stocks.
London seems to be enjoying slightly better conditions and it is forecasted that money will presently become cheaper.
The alterations since last week are:

Unions.—Have been done at \$172 1/2 and \$170 for cash, closing with buyers at the latter rate.

Docks.—Are weaker with sellers offering to part at \$148.

Wharves.—Have changed hands at \$85 1/2 and Waterboats at \$14 1/2.

Hongkong Lands.—Could be placed at \$112 and Central Estates have come to business at \$103.

Humphreys Estates.—At \$7.80 and Watsons at \$5.85 are in strong demand.

Star Ferries.—After falling as low as \$23 have advanced to a buying rate of \$24 1/2, but little business has resulted as sellers are scarce.

China Sugars.—Have been the medium of a fair business between \$235 and \$239 for cash.

Hongkong Pines.—Could be placed at \$316, possibly higher rates would be paid.

Exchange.—The demand selling rate on London is 4s. 4 1/2 d. and the T.T. selling rate on Shanghai is 70.

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Freight Market

Messrs. Wheelock and Co. write as follows in their report dated August 26:

The situation in our Outward Freight market is as follows:

To United Kingdom and Continent: There is again no change to report on this berth either as regards cargo or tonnage and the export trade generally is very quiet.

To United States via Pacific and via Panama and Suez: There is nothing at all doing on any of these berths with the exception of a little tea per mail boats via Pacific and it would be hopeless to try and forecast when any improvement may be looked for.

Coastwise: This market is very dull and there is nothing doing in any direction, in fact, business is almost non-existent and seems likely to continue for a month or so until the new season's crops start moving in the North and from the Yangtze River.

The continued favorable crop reports coupled with the absence of any strong demand for the staple are creating more and more a bearish sentiment and further depreciation may yet be experienced before any reaction will make itself felt. Tone of the market easy.

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DRY ACT LICENSES NOW OVER 57,000

Nearly 18,000 Physicians Have
Received Permits To Write
Prescriptions

DRUGGISTS IN NUMBERS

**238 Permits For Manufacture
Of Intoxicants, One-fourth
To California**

Washington, July 3.—More than 57,000 druggists, retail and wholesale, and manufacturers of proprietary medicines, favoring extracts, syrups, etc., have been licensed in the United States and its consular possessions to date, under the National Prohibition act, according to statistics just compiled in the office of the Prohibition Commissioner, John H. Kramer.

The records of the Internal Revenue Bureau also show that nearly 16,000 physicians in the United States, Hawaii and Porto Rico have received permits to write prescriptions calling for the dispensation of intoxicating liquors for medicinal purposes and that additional permits at the rate of 1,000 a month are being issued to physicians.

Tabulation by States of the physicians licensed up to June 25 show that the Prohibition Director for Massachusetts has issued more than 15 percent of the number of such permits distributed. New York States has another 15 percent.

The exact figures are—Massachusetts, 2,450; New York, 2,421; Pennsylvania, 1,235; Ohio, 1,460; Maryland, 1,235; Missouri, 1,150; Minnesota, 693. In States such as Illinois, Kansas and Indiana, where State codes will not permit of the use of such permits, no physicians have been licensed by the Government so to prescribe.

Porto Rican physicians, apparently, are awake to their opportunities under prohibition, 176 licenses to physicians to prescribe intoxicating liquors having been issued in that Territory, or more than have been issued in Mississippi, Arkansas, New Mexico, Nevada, North Dakota, South Dakota, West Virginia, Georgia, Florida and Maine combined.

New York State is far in the van in number of retail and wholesale druggists, manufacturers of proprietary medicines, extracts and other products requiring the use of intoxicating liquor, as an ingredient. Permits for these dispensers of products, containing considerable quantities of intoxicants have been issued to 16,000 in New York State alone, or about 25 percent of the total in the country.

Pennsylvania ranks second with about 12,800 such permits issued up to June 25. Illinois is third with nearly 2,000. Massachusetts is fourth with about 1,800 and Ohio is less than a hundred behind in fifth place.

More than twice as many permits for the sale alone of liquors have been issued in Pennsylvania as in any other State. There are 602 issued in the Keystone State out of 3,243 for the entire country. These are issued primarily to distillers and others, having intoxicating stuff in bond, but some wholesale liquor dealers and possibly some druggists may be found in this class.

Only 238 permits for the manufacture of intoxicants have been issued and more than a fourth of these, or 54, have gone to the wharves of California. Two permits of this class have been issued to distillers of whisky, both in Pennsylvania, according to enforcement officials.

Thirty-five of the sixty rectifiers' licenses have been granted to firms in New York State.

Ohio's State Prohibition Director has issued more permits for the transportation of intoxicating liquor than any other, with 350. Kentucky is second with 251 and Pennsylvania third with 198. Massachusetts ranks fourth with 147, California fifth with 140, New York sixth with 128, Connecticut seventh with 112 and Missouri eighth with 99.

All other classes of permits for the use in any way of intoxicating liquor, in its importation or exportation, for manufacture or use of intoxicating cider for conversion into vinegar, and for the sale or purchase of alcoholic preparations, medicinal or other, favoring extracts, syrups and beverages of more than half of 1 percent alcoholic content are issued direct from the Prohibition Commissioner's office, as also are permits to operate de-alcoholizing plants and rectification establishments.

Permits "H" for the use of intoxicating liquors in the manufacture of medicinal preparations, extracts, syrups, etc., have been issued up to the number of 45,808 and permits "I" for the "use and sale" of such liquors have been issued up to the number of 11,370. These two classes of permits take in both wholesalers and retailers of intoxicants always with the qualification "for medicinal purposes" and because of the confusion resulting from these similar classifications, "H" and "I" permits now are being consolidated in many instances so that druggists, for instance, may not only dispense whisky, etc., on prescription, but may also use it in concocting medicinal preparations of more than

one half of 1 percent alcoholic content.

At the present rate of withdrawal from bond it will take only five years for the available supply of whisky in the United States to be consumed, according to Internal Revenue Bureau officials. Investigation shows that bonded whisky withdrawal to the first of last month, while not greater than in the month previous, is much greater than before prohibition went into effect, totaling more than 770,000 gallons.

A statement issued from the office of Mr. Kramer shows this total of distilled spirits in bond, on April 30:

Gallons.	
Whisky	54,288,558
Rum	410,938
High wines	1,009,955
Alcohol	7,914
Neutralized alcohol and	2,493,880
Cologne spirits	786,655
Brandy	968,229

Total 59,966,462

In bond March 31, last, were:	
Gallons.	
Whisky	55,061,813
Rum	420,454
Gin	1,018,711
High wines	7,914
Alcohol	1,855,968
Neutral alcohol and	
Cologne spirits	808,206
Brandy	972,853

Total 60,145,530

Of the 59,966,462 gallons of distilled spirits on hand in bond on May 1 only 1,955,348 gallons were produced subsequent to the enforcement of the Lever act, on Sept. 9, 1917. So, while the bonded whisky supply is diminishing at the rate of more than 9,000,000 gallons a year, the production of alcohol is increasing to such an extent that the entire decrease in distilled spirits in bond for April was but 179,068 gallons.

The two distilleries that have taken advantage of the provision in the Prohibition act to continue the manufacture of whisky for medicinal purposes are the Large Distilleries, located forty miles from Pittsburgh, and the Barrett Distilling Company, near Scranton. Since only bottled-in-bond whisky and brandy can be sold for medicinal purposes, the Large and Barrett companies are putting their product into warehouses for the four years' aging required before it can be bonded, and count on the bonded whisky finding a market for medicinal purposes six, eight or ten years hence, when the present supply is gone.

Share Market

Meers, J. P. Bisset and Co. write as follows in their report dated August 27:

The share market continues quiet and during the past week quotations generally remain the same as last week with no indication of improving.

Launch Services

Wednesday, September 1, 1920
The tender conveying passengers and mails on board the S.M.M. s.s. Kobe Maru will leave the Customs Jetty at 11 a.m.

O.V.B.
LOGANBERRY JUICE
Serve it for Luncheon,
Dinner or Dance
Gande, Price & Co., Agents.

The Trocadero
14 Astor Road
Cool • Clean • Comfortable
"Cool" doesn't express it—it's the **Cool**
Café in town. Good things to eat and drink
Yours for Service,
Phone: North 1664 **"JACK RAYNES"**

"BEAR BRAND" STERILIZED
BERNESE ALPS MILK
"The Richest of all Tinned
Milks Tested"
says the committee on Infant
and Invalid Diet of the
Medical Missionary Association
of China.
Sold by all Grocers
Sole Agents
ANDREWS & GEORGE
95 Szechuen Road
Shanghai. Phone C. 454

TIBETAN CURIOS

When you are interested in hand painted Tibetan coloured pictures, Real Tibetan coloured woolen rugs, Tibetan Buddhas, Prayer Wheels, Tibetan Coins, or any other Tibetan Article, just send along one dollar in unused Chinese Postage stamps, and I will inform you of price of article you are interested in and furnish you with any information you require re Tibetan Curios, coins, etc. Address: MR. ELLY WIDLER, TAI-TSIEN-LU, SZECHUEN PROVINCE.

NOTICE OF REMOVAL

We beg to notify our Clients and the Public in General that from 1st September next Our Store will be removed to No. 28 Nanking Road, next to the Shanghai Gas Co.'s Town Office, where business will be carried on as heretofore.

TABAQUERIA FILIPINA

Leading Tobacconists
31644

NOTICE

CHANGE OF ADDRESS

We have this day removed our offices to No. 25 Avenue Edward VII.
DUNCAN & CO.
27th August, 1920. 31632

NOTICE

Bureau of Liquidation of the
Deutsch Asiatische Bank,
Shanghai.

By order of the Central Bureau of Liquidation Peking I have today handed over charge of this Liquidation to Mr. S. E. Lucas,
R. A. STUART,
Liquidator.
Shanghai, 24th August 1920.

I have this day taken over charge of the affairs of the above Liquidation Bureau.

All communications should in future be addressed to me c/o the Bank of China, Shanghai.
For the Bureau of Liquidation of the Deutsch Asiatische Bank, Shanghai
S. E. LUCAS,
Liquidator.
Shanghai, 24th August 1920. 31647

UNIVERSITY OF HONGKONG

NOTICE is hereby given that the University will reopen for the New Session on September 13th, 1920.

M. READER HARRIS,
Shanghai Agent,
Hongkong University.
31581

Municipal Notification

No. 2743.

PUBLIC SCHOOLS FOR FOREIGN CHILDREN

The schools will reopen on Wednesday, September 8, at 8.30 a.m.

The attention of parents is directed to the following scale of monthly fees:

Public School for Boys.

200 North Szechuen Road.

Boys over 10 years of age \$12

Boys under 10 years of age 8

Extra Subject:—

Shortland

Public School for Girls.

28 Boone Road.

Girls over 10 years of age \$12

Girls under 10 years of age 8

Boys under 8 years of age 5

Kindergarten

Extra Subject:—

Piano

24 Kungping Road.

Children under 8 years of age \$5

Kindergarten children

88 Avenue Road.

Girls over 10 years of age \$12

Girls under 10 years of age 8

Boys under 8 years of age 5

Kindergarten children

Admission to the Avenue Road School is restricted to girls under 15 years of age and to boys under 8 years of age. Admission to the Kungping Road School is restricted to girls and boys under 8 years of age.

Thomas Hanbury School for Boys.

63 Haskell Road.

Boys 30

Day-Scholars 9

Thomas Hanbury School for Girls.

15 Boone Road.

Upper School, Boarders \$20

Upper School, Day Scholars 6

Lower School, Boarders 18

Lower School, Day Scholars 5

Kindergarten children in the Thomas Hanbury School for Girls will be charged the same rates as for the Lower School.

The above scale of fees is subject to the following reductions:—

For a family of

Public Schools

Thomas Hanbury School

for Boys

2 children 20% \$1.50 \$1.20

3 or more children 33% 3.00 2.00

Children of non-resident parents, unless already in attendance at the schools, will not be admitted. The term non-resident implies residence in Shanghai of less than six months.

Forms for the admission of new pupils may be obtained on application at the several schools, and should be presented by the new pupils themselves, when attending at the schools for examination and admission on Friday, September 3, between the hours of 9.30 a.m. and 11.30 a.m., except in the case of the Thomas Hanbury School for Boys for which the hour of attendance will be Wednesday, September 8 at 9 a.m.

By order,

N. O. LIDDELL,

Secretary.

Council Room,
Shanghai, August 19, 1920. 31531

Municipal Notification

No. 2703.

7 PER CENT. LOAN, 1920

Price of Issue until further notice 92 1/2 per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92 1/2 per cent until further notice and will be redeemed on December 31, 1920.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls 100 to suit the convenience of applicants, but no allotment for a less amount than Tls 500 monies will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 248 Kiangsue Road, to whom all enquiries should be addressed.

By order,

N. D. LIDDELL,

Secretary.

Council Room,
Shanghai, April 11, 1920. 31513

NOTICE

Express Printing Co.

During my absence from Shanghai Mr. H. L. Jones, of Jones, Sweet & Co. will be in charge of this business and will sign pro. Signed,
F. MARSHALL SANDERSON.
31673

NOTICE

Owing to congestion at the Canton Road Jetty, the Dollar Launch operating between Shanghai and the Dollar Pai Lien Chien Wharf, will leave on schedule time from the Customs Jetty until further notice.

THE ROBERT DOLLAR CO.

31633

An excellent American player piano, with 35 rolls of music, for sale. Practically new and suitable for home or dancing halls. All to go at Tls. 600. Owner leaving Shanghai. For inspection, please apply to Box 343, THE CHINA PRESS.

LADY PHYSICIAN

S. M. EVERSHAW, M. D.
Specialist in internal and women's diseases.

Hours: 11-1 and 4-6

16 East Seward Road Corner

Chaufoong Road. 31174

WEI-HAI-WEI

Well-furnished rooms, with good private bathrooms and wide private verandahs, to let with board at Naresue Bay, Wei-Hai-Wei. Houses stand next to Main-land Golf Course, and have good bathing beach and tennis court. Apply Mrs. Niven, Wei-Hai-Wei. 31554

VANCOUVER LODGE

Residential Country Hotel

134 SINEA ROAD

Telephone West 1727

Double and single rooms, hot and cold water service, Garage, spacious garden, tennis courts, croquet lawn.

TERMS MODERATE

37744

FRESH MILK

delivery twice daily.

EXTRA ORDERS

are executed at any time

AIKOSHA DAIRY

55 Avenue Dubail

Tel. C. 3175

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases

Glasses Prescribed and Fitted Scientifically.

Hours 9-12-2-5

15 Nanking Road, Cor. Szechuen Road

(American Oriental Bank Building)

Third Floor—Take Elevator. 30545

CAFÉ PAULISTA

1448, Nanking Road.

Phone C. 2930

TIFFIN 75 cts.

DINNER \$1.00

also Meals a la Carte.

Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE

Tins 70 cts. lb.

Tablets 80 cts. doz.

HONMA HOSPITAL

No. 5A Miller Road.

Tel. N. 2541

DR. K. HONMA

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases

Confinement, Surgery

X-Ray and diathermy

Examination with Wrothe scope

Shin Diseases

Massage Treatment

TRY OUR

ELECTRIC TURKISH BATH

And Massage Treatment

Wonderfully Refreshing

Care of your HEALTH is your Best Policy.

Prof. I. K. SETO

15, Nanking Road, Tel. C. 2768

Dr. Furstenberg M.D.

Specialist in urinary, venereal skin and internal diseases.

Hours 11-1 and 4-6 p.m.

25 Avenue Edward VII. Ben Building.

Tel. C. 838 30557

Dr. James Yuking,

Specialist in the treatment of Venereal Diseases and Piles.

73 Nanking Road.

Files guaranteed to be cured within ten days after one treatment without operation or pain.

Office hours: 9-12 and 1-5 daily.

31633

MUNICIPAL NOTIFICATION

No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.

Amount £750,000

Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Debiture Debentures (with coupons attached) in the 6 percent, Sterling Loan of 1920, which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 percent in denominations of £1,000, £500, £100 and £50.

Chinese and Foreign Banking Announcements

Chartered Bank of India,
Australia and ChinaIncorporated by Royal Charter
1853.Capital £2,000,000
Reserve Fund £2,000,000
Shareholders £2,000,000Head Office:
25 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Corbish Turner,
Chairman.
Sir Duncan Carmichael,
T. Cuthbertson, Esq.,
Sir Alfred Dent, K.C.M.G.,
Sir William Henry Neville Gosselin,
K.B.E.
The Rt. Hon. Lord George Hamilton,
G.C.S.I.
W. Foot Mitchell, Esq.,
James Maxwell Grant Proffit, Esq.,
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England,
The London Joint City & Midland
Bank Limited,
The London County and West-
minster and Parrs Bank, Ltd.,
The National Provincial Bank of
England, Limited,
The National Bank of Scotland,
Limited.

Agencies and Branches:
Amritsar, Ipoh, Rangoon,
Bangkok, Karachi, Saigon,
Batavia, Klang, Seremban,
Bombay, Kobe, Shanghai,
Calcutta, Kuala Lumpur,
Canton, (F. M. S.), Tientsin,
Cebu, Madras, Tavoy,
Colon, Manila, (Lower),
Delhi, Medan, (Burma),
Haiphong, Peking, Taipei,
Hankow, Penang, New York,
Hongkong, Puket, Yokohama,
Hio.

Shanghai Branch: 18 The Bund

Drafts granted on the above
Agencies and Branches and also
on the principal Commercial Cities
throughout the world. Bills of
Exchange bought and received for
collection. Travelling Letters of
Credit issued and every description
of Banking and Exchange business
undertaken.
Interest allowed on Current De-
posit Accounts, according to
arrangement.
Fixed Deposits are received for
twelve months and shorter periods
at rates to be ascertained on ap-
plication.
C. J. SCOTT,
Manager.

Banque De L'Indo-Chine

Fcs.

Subscribed Capital . 72,000,000.00
Paid-up Capital . 68,400,000.00
Reserve Fund
(1/6/20) . 60,500,000.00Head Office:
15 bis, Rue La Fayette, Paris.

Branches and Agencies:
Saigon, Pnom-Penh, Battambang,
Haiphong, Hanoi, Tourane,
Peking, Hankow, Tientsin,
Hongkong, Canton, Mongtze,
Singapore, Pondichery, Bangkok,
Papeete, Shanghai, Noumea,
Djibouti.

London Bankers:
The National Provincial and Union
Bank of England, Ltd.,
Comptoir National d'Escompte de
Paris—Credit Lyonnais.

The Shanghai Agency undertakes
all Banking and Exchange opera-
tions; grants credits on goods and
approved securities; opens current
and fixed deposit accounts accord-
ing to arrangement.
L. ARDAIN, Manager.

The Exchange Bank
of ChinaSHANGHAI BRANCH
41 Kiangse Road.Telephone C. 1941.
Telegraphic Address "Kianse."

Capital Yen 10,000,000

Head Office Peking.
Registered in the Ministry of
Finance.General Banking Business of
Every Description Transacted.

Foreign and Domestic Exchange
Business a specialty. We issue
Demand Drafts, T/T, Letters of
Credit, Buying and Selling Specie,
etc., etc.

Foreign and Domestic Com-
mercial Papers and Bills dis-
counted.
Loans and Advances made on
approved Securities.
Interest allowed on current ac-
counts and fixed deposits according
to arrangement.

Foreign Agencies at Tokio, Yoko-
hama, Kobe, Osaka, Nagasaki,
Moji, Singapore, Bombay, London,
New York.

Domestic Agencies at Tientsin,
Hankow, Kiangsu, Tsingtau,
Dairen, Changchun, Mukden, Foo-
chow, Amoy, Swatow, Hongkong,
Canton.

P. C. KONG,
Manager.Hongkong & Shanghai
Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver \$2,500,000Reserve Liability of
Proprietors \$15,000,000

**Head Office: HONGKONG—
Court of Directors:**
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy
Chairman.

G. M. Dodwell, Esq.,
G. T. M. Odkins, Esq.,
A. S. Gubbay, Esq.,
Hon. Mr. P. H. Holyoak, Esq.,
Hon. Mr. J. Johnston, Esq.,
A. O. Lang, Esq.,
W. L. Patterson, Esq.,
J. A. Plummer, Esq.

Chief Manager
Hongkong—N. J. STAM.

Branches and Agencies:
Amoy, Ipoh, Penang,
Bangkok, Johore, Rangoon,
Batavia, Kuala Lumpur, Singapore,
Bombay, Klang, Seremban,
Calcutta, Kuala Lumpur, Singapore,
Canton, Lyons, Sourabaya,
Colon, Madras, Tientsin,
Fuchow, Malacca, Taiching,
Hankow, Manila, Taiching,
Harbin, Nagasaki, Vladivostok,
Hio, Peking, New York, Yokohama.

London Bankers:
London County Westminster and
Parrs Bank, Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway.
Interest allowed on Current Ac-
counts and on Fixed Deposits ac-
cording to arrangement.
Local Bills Discounted.
Credits granted on approved
Securities, and every description
of Banking and Exchange business
transacted.

Drafts granted on London and
the chief commercial places in
Europe, India, Australia, Africa,
China, Japan and America.
G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

Capital (fully paid) . 55,000,000
Reserve Fund . 26,000,000
Capital Contributed by
Chinese Government . 5,500,000
Reserve Fund . 1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Bondreau.
London office: 64 Old Broad
Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills,
Currie & Co.

Paris: Societe Generale pour
favoriser le Developpement
du Commerce et de l'Indus-
trie en France, Banque de
Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:
Bombay, Hanoi, Nicolayevsk,
Changhai, Hankow, O-Amur,
(Kwan), Harbin, Peking,
(Chinese), Hongkong, Shanghai,
Chefoo, Manchouli, Tientsin,
Dairen, Newchwang, Vladivostok,
(Dairen), Yokohama.

Branches and Agencies in Russia:
Siberia and Mongolia.

SHANGHAI BRANCH:
Interest allowed on Current Ac-
counts and Fixed Deposits in
Taels and Dollars. Terms on ap-
plication.
Local Bills discounted. Special
facilities for Russian Exchange.
Foreign Exchange on the prin-
cipal cities of the world bought
and sold.

Safe Deposit Boxes.
L. JEZERSKI,
S. JASTRZEMSKI,
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Pre-
sidential Mandate of
15th April, 1915)

Authorized Capital \$60,000,000.00
Paid-Up Capital \$12,279,800.00
Reserve Fund . \$1,298,523.66
Special Reserve
Fund . \$1,895,398.66

Head Office: Peking.

Branches and Agencies:
Peking, Tientsin, Shanghai,
Changhai, Hankow, Kiangsu,
Dairen, Amoy, Nanchang,
Ningpo, Ningbo, Foochow,
Hankow, Canton, Hongkong,
Kobe, Yokohama, Swatow,
Yanchow, Chungking.

Foreign Correspondents:
London, Paris, New York, San
Francisco, Tokio, Osaka, Yokohama,
Shanghai Branch.

3 HANKOW ROAD.
Loans granted on approved
Securities. Local Bills discounted.
Interest allowed on Current Ac-
counts and Fixed Deposits in Taels
or Dollars according to arrange-
ment.

SHANGHAI BRANCH.
Loans granted on approved
Securities. Local Bills discounted.
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Securities. Local Bills discounted.
Interest allowed on Current Ac-
counts and Fixed Deposits in Taels
or Dollars according to arrange-
ment.

Banque Belge Pour
L'EtrangerSociete Anonyme
Filiale de la Societe Generale
de Belgique
(THE BELGIAN BANK)Paid-up Capital . Fr. 50,000,000
Reserves . Fr. 12,027,050

Head office: BRUSSELS

London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest,
Alexandria, Tientsin, Cairo,
Peking and Tientsin.

Agencies:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gie
de Belgique

Correspondents in all important
cities of the world.

Interest allowed on Current Ac-
counts in gold or local currency
and fixed deposits according to
arrangements.
Every description of banking
and exchange business transacted
at L. STRAETMANS,
Manager.

Hongkong & Shanghai
Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than \$1. or
over \$100, will be received at one
time.
Not more than \$1,200 will be re-
ceived in one year from any single
depositor whose credit balance
shall not at any time exceed the
sum of \$5,000.

Interest at the rate of 3% per
cent per annum will be allowed on
the monthly minimum balance.
Deposits may be withdrawn on de-
mand. Accounts will be kept
either in Mexican Dollars or Taels,
at the option of the depositor.

Depositors will be presented with
Pass Books in which all transac-
tions must be entered. Pass Books
must be presented when paying in
or withdrawing money.

Office Hours—10 a.m. to 3 p.m.
Saturday, 10 a.m. to 12 noon.

The Bank of Canton,
Limited

Incorporated 1913

Capital subscribed: £1,000,000
Capital paid up: £250,000

Head Office:
No. 8 Des Voeux Road, Hongkong

Shanghai Office:
No. 2 Ningpo Road

BRANCHES AND AGENCIES:
Canton, Bangkok, S. Francisco,
Batavia, Bombay, Colombo,
New York, Manila, Samarang,
London, Singapore, Calcutta,
Honolulu, Rangoon, Yokohama,
Sourabaya, Canada, etc.

Interest allowed on Current Ac-
counts and Fixed Deposits accord-
ing to arrangement.
Every description of Banking
and Exchange business transac-
ted.

C. C. WONG,
Act. Manager.

The National
Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital . \$1,000,000.00
Reserve Fund . \$35,461.00

Head Office: Shanghai
Peking and Kiangse Roads.

Tels: Managers' Office: Cen. 2850
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking,
Tientsin, Mukden and
Harbin.

FOREIGN CORRESPONDENTS:
London, New York, San Francisco,
Tokio, Yokohama, Kobe and
Osaka.

Correspondents at the principal
cities throughout China.
Interest allowed on Current Ac-
counts and Fixed Deposits in
Taels, Dollars, Gold Dollars, Ster-
ling and Yen according to arrange-
ment.

Interest allowed on Deposits at
Call both in Taels and Dollars ac-
cording to arrangement.
Domestic and Foreign Drafts
purchased and sold.
Credit granted on approved secur-
ities.

Savings accounts—4% per an-
num.
Every description of banking
business transacted.
Modern Safe Deposit Boxes For
Rent.

SHEN CHU HAU, Manager.
SHU CHIN MIN, Sub-Manager.
MENG CHIA, T. D. Woo, Acting
Sub-Manager.

SHANGHAI BRANCH.
Interest allowed on both Cur-
rent and Fixed Deposit Accounts.
Credit granted to approved secur-
ities, and every description of
Banking and Exchange business
transacted.

SHANGHAI BRANCH.
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rent and Fixed Deposit Accounts.
Credit granted to approved secur-
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Banking and Exchange business
transacted.

SHANGHAI BRANCH.
Interest allowed on both Cur-
rent and Fixed Deposit Accounts.
Credit granted to approved secur-
ities, and every description of
Banking and Exchange business
transacted.

International Banking
CorporationCapital and Surplus: \$10,000,000
Undivided Profits: \$300,000
Owned ByTHE NATIONAL CITY BANK
OF NEW YORKHead Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 21 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches:
China: Canton, Hankow, Harbin,
Hongkong, Peking, Shanghai,
Tientsin, Tsingtau, Yanchow,
Yokohama.

Japan:
Kobe, Yokohama.

Java:
Batavia, Sourabaya.

Panama:
Colon, Panama.

Philippines:
Cebu, Manila.

Strait Settlements:
Singapore.

Argentina:
Buenos Aires, Rosario.

Belgium:
Brussels.

Brazil:
Bahia, Pernambuco, Porto Alegre,
Rio de Janeiro, Santos, Sao Paulo.

Chile:
Santiago, Valparaiso.

Colombia:
Barranquilla, Bogota, Medellin.

Cuba:
Havana and 22 other cities in Cuba.

**Commercial and Travelers' Let-
ters of Credit, Bills of Exchange
and Cable Transfers bought and
sold. Current accounts opened and
Fixed Deposits in local and foreign
currencies taken at rates that may
be ascertained on application to the
Bank.**

H. C. GULLAND, Manager,
14 Kiangsu Road.

The Chekiang Industrial Bank, Ltd.
Established 1908

Capital \$1,000,000.00
Reserve Fund \$1,425.61
Resources \$10,000,000.00

Head Office and Branches:
Hangchow, Shanghai, Haimen, and
Lanchi.

Domestic Agencies:
Throughout CHINA at principal
cities.

Foreign Correspondents:
London, Paris, Rotterdam,
Amsterdam, New York, Chicago,
San Francisco, Tokyo, Kobe, Yoko-
hama, Osaka, Hakodate, Seoul,
Fusan, and Hongkong.

Every description of Banking and
Exchange business transacted.
Drafts issued and telegraph
transfers effected.
Commercial Credits established.
Loans and Credits granted on
approved securities.
Interest allowed on Current and
Fixed Deposits in Pounds Sterling,
U. S. Dollars, Guilders, Yen, Taels
and Dollars according to arrange-
ments.
Modern Safe Deposit Boxes for
rent on application.
Savings Deposits at 4% com-
pound interest.

LI MING, Manager.
SHANGHAI BRANCH:
U 39 Peking Road.

Telephone: C. 3145, Mgr's Office,
Telephone: C. 3147, General Office.
CABLE ADDRESS:
"CHINLUSANK," Shanghai

BANK OF COMMUNICATIONS

Specially authorised by Presi-
dential Mandates of April 7th,
1914, and October 31, 1915.

Capital: Keping Taels 10,000,000

Over 60 Branches and Agencies at
principal cities and commercial
centers in China.

Agencies abroad: Singapore,
Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Cur-
rent and Fixed Deposit Accounts.
Credit granted to approved secur-
ities, and every description of
Banking and Exchange business
transacted.

SHANGHAI BRANCH.
Interest allowed on both Cur-
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Banking and Exchange business
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Credit granted to approved secur-
ities, and every description of
Banking and Exchange business
transacted.

Nedlandsche Handel
Maatschappij(NETHERLANDS—TRADING SOCIETY)
Established 1824.

Paid-up Capital: Guilders 80,000,000
(about £5,866,666)
Reserve Funds: Guilders 7,253,234
(about £1,446,197)
Special Reserve: Guilders 25,160,000
(about £2,095,666)

Head Office: AMSTERDAM.

Head Agency: HATAYIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:
Bandjermasin, Palembang,
Bandong, Penang,
Cheribon, Pontianak,
Djember, Rangoon,
Djakarta, Semarang,
Hongkong, Singapore,
Kobe, Sourabaya,
Kota-Radja, Soerakarta,
Langsa, Tebing-Tinggi,
Makassar, Tegal,
Medan, Telok Betong,
Padang, Tilitjap,
Pekalongan, Weltevreden.

London Bankers:
National Provincial and Union
Bank of England, Ltd.

Correspondents at the principal
places in Europe, Asia, Australia
and North America.
The Bank buys, sells, and re-
ceives for collection bills of ex-
change, issues letters of credit on
its branches and correspondents
and transacts banking business of
every description.

SHANGHAI INTEREST ALLOWED ON
current tael accounts and fixed de-
posits, according to arrangement.
M. J. HERBSCHLEB,
Acting Manager.

Commercial Bank of
China

Head Office: SHANGHAI

Subscribed Capital . Sh. 114
Paid-Up Capital . 2,500,000

Advances made on approved
securities. Bills discounted.
Interest allowed on Current Ac-
counts at 2 per cent per annum on
daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according
to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank
of India, Ltd.

Subscribed Capital . £1,500,000
Paid-up Capital . 750,000
Reserve Fund . 750,000

Head Office: 15 Gracechurch
Street, LONDON, E. C.

London Bankers:
Bank of England and Midland
Bank, Ltd.

Branches and Agencies:
Bombay, Hongkong, Madras,
Calcutta (Calcutta), New York,
Canton, Kandy, Penang,
Delhi, Karachi, Port Louis,
Galle, Kota Bharu (Mauritius),
Hongkong (Kolkata), Rangoon,
Kuala Lumpur, Shanghai,
Singapore.

Shanghai Branch:
26 The Bund.

Every description of Banking
and Exchange business transac-
ted. Interest allowed on Ten
Current Accounts at 3% per
annum and Fixed Deposits at
rates which may be ascertained on
application.

C. CHAMPKIN, Manager.

Banque Industrielle
de Chine

Capital authorised Frs. 250,000,000
Capital subscribed . 150,000,000
Capital paid up . 75,000,000
Reserve . 30,000,000

One third of the Capital i. e.
Frs. 50,000,000 subscribed by
THE CHINESE REPUBLIC

Statutes approved by the Govern-
ment of the Chinese Republic on
January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PEANOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS

BRANCHES:
Marseilles, New York, Peking, Tien-
tsin, Hankow, Shanghai, Vladivostok,
Yunnanfu, Saigon, Haiphong,
Swatow and Yokohama.

BANKERS:
In London: The London Joint City
& Midland Bank, Ltd., London.
In France: Societe Generale pour
favoriser le Developpement du
Commerce & de l'Industrie en
France.

In Italy: Banca Commerciale Ita-
liana—Credito Italiano.

In New York: Messrs. Redmond &
Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current ac-
counts in Gold or local currency
and fixed deposits on application.

Every description of Banking and
exchange business transacted. Sav-
ings accounts in Gold and local
currency.

G. LYON,
Manager.

ASIA
BANKING CORPORATION

CAPITAL \$4,000,000 SURPLUS \$1,100,000

An American Institution

HEAD OFFICE
NEW YORK CITY

Noise Is Called Costly

Dis-Of The Factory Eats Away Profits, Says Experts

Few employers of labor appear to realize that there is no greater enemy of efficiency in industry than mere noise. The noise of machinery is accepted as being almost commonplace. The din and bustle of a warehouse is regarded as part of the daily routine. That this clutter, this din, are eating away profits is not recognized, for the reason that the effect of noise upon the human machine has not been taken into consideration. It is in this field, declares the medical correspondent of the New York Times that further research work is urgently required, for at the present moment waste, and especially waste of human material, is not only an extravagance, it is indefensible. "The matter of noise," continues the writer, "cannot yet be set down in tabular form as a profit and loss account. Too long hours, and lighting, bad feeding, and ventilation have all been reduced to simple matters of pounds, shillings and pence. The noisy factory has not come within scope of such a research. It represents one of the thousands of problems which every enlightened employer will soon be considering, and upon which he will demand positive information in the name of business efficiency.

"The test should not prove difficult of achievement, and in our view is well worth while making. Two shops or rooms engaged in producing the same article or part might be set aside as the basis of experiment. The output per cash of these should be carefully recorded during a certain period, allowances being made, so far as possible, for inequalities, skill of workers, lighting, ventilation and so on. One of the rooms should be 'silenced,' so far as possible, the noise of machinery or of working processes eliminated by every possible means.

"The other shop would be left in the former state of noisiness. It would be a simple matter to estimate whether or not increased output in the silenced room paid for the cost of transformation. In addition, the views of the workers would prove of great value, for it is abundantly true that every step which makes life more tolerable and more comfortable for the employee redounds to the ultimate advantage of the employer.

"The present state of industry with regard to noise is undoubtedly very bad. Most factories and very many workrooms are excessively noisy and induce headaches and great weariness in those who visit them at intervals. It is perhaps largely the fault of the machines, which were evidently designed in most instances without the smallest regard to the noise they were likely to make in working. In every direction, however, improvements are now being made, and it is a fact, gleaned from personal inquiry and observation, that those who operate a quieter type of machine would never willingly consent to return to a more noisy type.

"This, therefore, is one of the grounds on which the medical man and the scientific engineer meet for the mutual benefit of capital and labor. If the doctor formulates a demand for a silenced industry and supports it by facts and figures—and this we do not doubt he can easily do—the engineer will have a clear mandate.

"Experience has shown that he will not fail to evolve new types of machines which will rid the industrial world of one of the many useless burdens it is at present bearing. As in the case of the statement of other nations, we shall all be the richer

for the change, and many of us, in addition, will be spared the severe ordeal of a nervous breakdown, which, in time of bodily weakness, is apt to occur when our environment habitually overtaxes our powers of restraint."

Illustrating his point, the writer refers to piano practice to which one has perforce become accustomed and can be tolerated in ordinary circumstances, but a slight illness arises and then the sound of the difficult and idiosyncratic playing grows intolerable and is not to be endured. Endurance has been lowered; there is less of it available for use. Thus it would seem that endurance, tolerance, call it what you will, is a form of expenditure of energy, and no mere passive quality that may be expressed without loss or effort.

"The train keeps the line," continues the writer, "in virtue of the flanges on its wheels, and the bedding of the rails, 'chairs' and 'sleepers.' But this is not the whole of the problem by any means. In taking the curve, energy is eaten up on the resistance encountered between wheel and rail. In the same way your automatic worker, who is apparently entirely oblivious to his environment, is really using up energy in order to produce his state of oblivion. His attention has been divorced from his surroundings and their call upon it. So long as he is well he will be able to defy any distraction. But if he falls sick his first complaint will be that he 'cannot concentrate' and that every trifling noise disturbs him. We surround our sick with silence for their healing.

"The view that the worker 'becomes unconscious of noise' is placed in an unfavorable light, even if we admit, as we must do, that controlled experiments on the subject are few and far between. In learning how 'not to hear' the noise energy is expended, and still more energy is expended from day to day in continuing not to hear it. The nervous system is bearing a burden which decreases the amount of its total value as

an organizer of work; the margin of safety is, by this amount, narrowed. What might have been given to positive output has been expended in a negative manner. In the last issue the employer himself must pay the cost of this dissipation. He is in exactly the same position as the employer who allows his workroom to remain unventilated and in consequence obtains less for his expenditure than he would obtain were a proper system installed."

AMUSEMENTS

Olympic Theatre

NEW PROGRAMME
August 29th and Matinee Today
Presenting
GEORGE BEBAN

"A ROADSIDE IMPRESSARIO"

A PARAMOUNT FIVE-PART
Comedy-Drama
and
The Mack Sennett Comedy

"IT PAYS TO EXERCISE"

Amusements

Towa Cinema

No. 4 Woonchong Road
SPECIAL PROGRAMME
For Tonight
and
MATINEE TODAY
Open 7 O'clock

1. A MAD HOUSE, Two Parts
2. JAPANESE DRAMA In Four Parts
3. GRAND RUSSIAN WRESTLING AND BOXING

AT THE ISIS THEATRE

Commencing to-morrow night
August 30th, 31st, September 1st and 2nd.

Pathe Presents

RUTH ROLAND

The Serial Queen supreme in

"THE ADVENTURES OF RUTH"

The Serial With Mile-A-Minute Action

15 Thrilling Episodes 15

Episode 13: "Within Hollow Walls"

Episode 14: "The Fighting Chance"

Friday, Saturday and Sunday
September 3rd, 4th and 5th

NORMA TALMADGE

in her best SELECT PICTURE

"THE SAFETY CURTAIN"

A six-part drama by Ethel M. Dell. Another Emotional Triumph for the Unsurpassed Brilliant Star.

It is a strong love story!!!

It contains tremendous scenes!!!

Matinee to-day at 3 p.m.

"THE ADVENTURES OF RUTH"

Episodes 11 and 12

To-night, the last night

"THE CRIMSON GARDENIA"

Six parts strong drama

NEW HELEN THEATRE

Haining Road
PROGRAMME
SUNDAY, 29th August.
MATINEE AND EVENING.

"THE MYSTERY OF 13"

1st and 2nd Episodes
Four Parts.
Featuring two Popular Stars, Francis Ford and Rosamary Theby. Crisscrossed full of Thrills, Excitement and Suspense in every reel. Attention never flags from start to finish.

MONDAY PROGRAMME.
"ELMOT MC HTY"
1st, 2nd, 3rd and 4th Episodes.
Four Parts.

Two Shows every Evening
Commencing from 7 o'clock.
Stalls 20 Cents, Dress Circle 30 Cents.

SPECIAL ANNOUNCEMENT

MUSIC LOVERS OF SHANGHAI

It is our desire to bring before you from time to time the very best artists that can be procured in this part of the country. We will spare neither time nor money to procure such. With this aim in view we are glad to announce that we have secured for a limited time

Miss E. Tumakoff

without doubt the greatest of all Russian Vocalists. Miss Tumakoff finished her musical education at Moscow under the Great Bernardi and has attained great success as a Prima Donna at Kieff and Odessa. She has just finished a very successful tour of Siberia and Japan and is now on her way to America. She sings equally well in Italian, French and English, and her programme for the week will be varied to suit all. Tonight she will sing "GOLD FISH," from the Operette "The Geisha," in Russian, and "Kiss me again," in English. Responses will be rendered in French and English.

Mr. Richter, well-known locally, has been engaged to accompany Miss Tumakoff. To the musically inclined we offer a real treat. Requests will gladly be taken care of, if sent in early. JAZZ Orchestra, fine dance floor. Dine on the big verandah in the open air. No extra charge whatever. Reserve your table.

DEL MONTE CAFE

formerly

The Alhambra

452 Siccawei Road

'Phone West 115

R. L. ELLIS,
Manager.

ST. GEORGE'S OPEN AIR CINEMA

217 Bubbling Well Road.

TONIGHT TONIGHT

SPECIAL PROGRAMME

"BEAUTY AT THE RACES" THE
"GIRL YOU CAN'T FORGET"
"GRACE AND CHARM IN THE
BALL ROOM"

"THE LURE OF EYES THAT
SEEM TO SPEAK"

Miss MABEL NORMAND

in

"UPSTARS!"

A five-part film of "RAGTIME
ROMANCE with Cupid at the
DRUMS" Also Showing the one
and only

CHARLIE CHAPLIN

In his Third Million-Dollar
Comedy

"SUNNYSIDE"

OUT ON THE FARM WITH
CHARLIE!

Come and learn how to be happy
though hired!

Lay fresh fried hen-fruits;

Let no grass grow under the feet;

Catch wild oats etc.

FARM LIFE AS IT SHOULD BE!

HERE IS A PROGRAMME
WHICH WILL MAKE YOUR

FEET DANCE;

YOUR SHOULDER WILL
TWIST!

YOUR EYES WILL SPARKLE
and you will LAUGH!

FRANK KEENAN

"THE FALSE CODE"

AT THE APOLLO

MONDAY, TUESDAY & WEDNESDAY

August 30th, 31st and September 1st.

"AMERICA'S GREATEST CHARACTER ACTOR"

IN A FIVE-ACT PHOTOPLAY OF INTENSE DRAMATIC
HEART INTEREST

"Slayer of My Happiness— Murderer of My Wife!"

were the words with which John Benton greeted his erstwhile partner as the latter returned from Hawaii—when Benton has just been released from twelve years of hell in the penitentiary, suffering ignominy, disgrace and torture for another's crime.

Retribution Swift and Sure

came to Benton's partner and those associated with him in the dastardly "frame-up" whereby the shipowner was made to bear the brunt of their roguery and thereby lost home, wife, honor, happiness, and all that made life dear.

"Revenge is Mine: I Will Repay!"

rang in Benton's ears during the twelve endless years, and when his release came—

His Enemies Trembled

for they knew they could expect no mercy from this tireless avenging Nemesis!

THE THEATRE BEAUTIFUL THE CHARMING STAR



"Pardon Me, If I'm Intruding on an Engaged Couple"

First a Yank walked into her heart—Then she decided to do a little walking herself. She walked in on Yank's bachelor dinner just when gayety was at its height. Then some one in the party insulted her. She walked in on her rival to be coldly snubbed. She walked in when Yank kissed her rival. And now she walked in when some one else kissed her rival.

Where Do You Think She Walked Next?

She'll Walk Into Your Heart, Too—
Come and See!

AT THE APOLLO ON

Thursday, Friday, Saturday and Sunday.

September 2nd, 3rd, 4th & 5th.

TO-DAY MATINEE at 3 p.m.

"THE WEB OF DECEIT"

6 part Drama

TO-NIGHT at 9.15 p.m.

BLANCHE SWEET

"THE FIGHTING CRESSY"

6 part Comedy Drama By Bret Harte

Black and White Vaudeville Co.
including well-known Vardel Bros.

Usual Prices

Book at Robinson's

SHOWING AT THE

VICTORIA THEATRE

August 29th, and Matinee Today

DOUGLAS FAIRBANKS

IN

"A MODERN MUSKETEER"

AND

THE MACK SENNETT
COMEDY

"WATCH YOUR NEIGHBOUR"

GENERAL SHIPPING NEWS

Vessels Loading

Far River Ports

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave on Sunday, August 29, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The S.S. Kiangwah, Capt. McArthur, will leave on Monday, August 30, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

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HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The S.S. Kiangyang, Capt. C. Smith, will leave from the French Bund on Monday, August 30, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug. 31	—	Tacoma, etc.	Africa Maru	Jap. O. S. K.	Am. C.M.S.N. Co.
Aug. 31	—	San Francisco	Yule	Am. S. & D.	Am. S. & D.
Sep. 1	—	New York via Suez	Eastern Crown	Br. S. & D.	Am. S. & D.
Sep. 1	—	New York	Ningchow	Br. S. & D.	Am. S. & D.
Sep. 3	—	Seattle	West Lion	Am. S. & D.	Am. S. & D.
Sep. 4	—	Vancouver	Grace Dollar	Br. S. & D.	Am. S. & D.
Sep. 4	—	Vancouver	M. S. Dollar	Br. S. & D.	Am. S. & D.
Sep. 4	—	Vancouver	Metavan	Br. S. & D.	Am. S. & D.
Sep. 9	—	San Francisco	Shinyo Maru	Jap. T. K. K.	Am. S. & D.
Sep. 10	—	San Francisco	Bravecour	Am. S. & D.	Am. S. & D.
Sep. 11	—	San Francisco	Ecuador	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Sep. 14	—	San Francisco	Tancred	Am. Dollar Co.	Am. Dollar Co.
Sep. 15	—	San Francisco	C. of Dunkirk	Br. S. & D.	Am. S. & D.
Sep. 15	—	New York via Pina	Chilchun	Jap. N.Y.K.	Am. S. & D.
Sep. 16	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	Am. S. & D.
Sep. 18	—	New York	Denai	Am. S. & D.	Am. S. & D.
Sep. 20	—	Seattle	Denai	Am. S. & D.	Am. S. & D.
Sep. 21	—	Portland, Or.	West Niraria	Am. C. P. Co.	Am. C. P. Co.
Sep. 25	—	Vancouver	E. of Asia	Br. S. & D.	Am. S. & D.
Sep. 26	—	New York	Alex	Jap. T. K. K.	Am. S. & D.
Sep. 30	—	San Francisco	Katori Maru	Jap. N.Y.K.	Am. S. & D.
Oct. 1	—	San Francisco	West Hepburn	Am. Dollar Co.	Am. Dollar Co.
Oct. 15	—	Vancouver	Metville Dollar	Br. S. & D.	Am. S. & D.
Oct. 15	—	San Francisco	Siberia Maru	Am. Dollar Co.	Am. Dollar Co.
Oct. 15	—	San Francisco	West Hart	Am. Dollar Co.	Am. Dollar Co.
Oct. 25	—	Vancouver	Harold Dollar	Br. S. & D.	Am. S. & D.
Oct. 31	—	San Francisco	Tenyo Maru	Jap. T.K.K.	Jap. T.K.K.

FOR JAPAN PORTS

Aug. 29	—	Kobe & Yokohama	Khiva	Br. M. M. & Co.
Aug. 31	—	N'aki, K. Y'hama	Kokura Maru	Jap. N.Y.K.
Sep. 1	—	Moji, Kobe, Osaka	Omi Maru	Jap. N.Y.K.
Sep. 4	—	Moji, Kobe, Osaka	Chikugo Maru	Jap. N.Y.K.
Sep. 7	—	N'aki, K. Y'hama	Kasuga Maru	Jap. N.Y.K.
Sep. 8	—	Moji, Kobe, Osaka	Yamashiro Maru	Jap. N.Y.K.
Sep. 13	—	N'aki & Kobe	Kumano Maru	Jap. N.Y.K.
Sep. 14	—	N'aki, K. Y'hama	Wakanoura Maru	Jap. N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

Aug. 30	—	Trieste, etc.	Innsbruck	Ital. D. & Co.
Aug. 31	—	R'dam & Hamburg	Toba	Dut. H.C.T. Co.
Sep. 1	—	Liverpool, etc.	Rheuss	Br. S. & D.
Sep. 4	—	London, etc.	Achilles	Br. S. & D.
Sep. 4	—	London, etc.	Kaga Maru	Jap. N.Y.K.
Sep. 6	—	Liverpool, etc.	Cyclops	Br. S. & D.
Sep. 7	—	London, etc.	Jeppore	Br. M. M. & Co.
Sep. 10	—	Hamburg, etc.	Hakata Maru	Jap. N.Y.K.
Sep. 11	—	London, etc.	Andre Leon	Fr. M. M. Cie
Sep. 11	—	Rotterdam, etc.	Easterling	Am. Adl. Line
Sep. 13	—	Bombay, etc.	Dilwara	Br. M. M. & Co.
Sep. 13	—	London, etc.	Yokohama M.	Jap. N.Y.K.
Sep. 15	—	Liverpool, etc.	West Mahomet	Am. Adl. Line
Sep. 15	—	London, etc.	Kansas	Br. J. M. & Co.
Sep. 15	—	London, etc.	Khiva	Br. M. M. & Co.
Sep. 16	—	London, etc.	Denai	Br. S. & D.
Sep. 25	—	Liverpool, etc.	Tottori Maru	Jap. N.Y.K.
Sep. 30	—	Trieste, etc.	Hungaria	Ital. D. & Co.
Sep. 30	—	A'dam & Hamburg	Haaran	Dut. H.C.T. Co.
Oct. 1	—	Liverpool, etc.	Titan	Br. S. & D.
Oct. 1	—	London, etc.	Nankin	Br. M. M. & Co.
Oct. 7	—	Liverpool, etc.	Eurypylos	Br. S. & D.
Oct. 7	—	Liverpool, etc.	Keemum	Br. S. & D.
Oct. 8	—	Bombay, etc.	Dunera	Br. M. M. & Co.
Oct. 10	—	Hamburg, etc.	Nankin Maru	Jap. N.Y.K.
Oct. 16	—	London, etc.	Kaibara	Br. M. M. & Co.
Oct. 21	—	Liverpool, etc.	Telamon	Br. S. & D.
Oct. 21	—	Antwerp, etc.	Telares	Br. S. & D.
Oct. 25	—	London, etc.	Peleus	Br. S. & D.
Nov. 4	—	Hamburg, etc.	Idomenus	Br. S. & D.
Nov. 4	—	Hamburg, etc.	Helene	Br. S. & D.
Nov. 11	—	Liverpool, etc.	Teucer	Br. S. & D.
Nov. 18	—	Antwerp, etc.	Elfenor	Br. S. & D.

FOR SOUTHERN PORTS

Aug. 30	4.30	Ningpo	Hsin Ningshao	Chi N.S.S.N. Co.
Aug. 30	4.30	Ningpo	Hsin Feking	Br. S. & D.
Aug. 31	3.30	Ningpo	Hsin Fook	Chi. C.M.S.N. Co.
Aug. 31	3.30	Ningpo	Szechuan	Br. S. & D.
Sep. 1	D.L.	Hongkong, Canton	Huangshan	Br. J.M. & Co.
Sep. 1	noon	H'kong, C'lon	Sunning	Jap. O. S. K.
Sep. 4	—	Keelung, Takao	Kohoku Maru	Jap. O. S. K.
Sep. 4	D.L.	H'kong, C'lon	Chenan	Br. S. & D.
Sep. 5	—	Hongkong	E. of Japan	Br. C.P.O.S.
Sep. 10	—	Manila & Hongkong	E. of Asia	Am. C.M.S.N. Co.
Sep. 15	—	Manila & Hongkong	China	Am. C.M.S.N. Co.
Sep. 18	—	Manila & Hongkong	Colombia	Am. P.M.S.S. Co.

FOR NORTHERN PORTS

Aug. 29	noon	Wenhaw, Tientsin	Yusang	Br. J. M. & Co.
Aug. 29	2.00	Tientsin	Chinkiang	Br. S. & D.
Aug. 30	11.00	Chefoo, Antung	Kwelling	Br. S. & D.
Aug. 31	D.L.	Tientsin	Kwangsing	Br. K.M.A.
Aug. 31	—	Tientsin	Keelung M.	Jap. O. S. K.
Aug. 31	3.00	W'wei, C'foo, T'ain	Shuntien	Br. S. & D.
Aug. 31	—	Tientsin	Hainkong	Chi. C.M.S.N. Co.
Aug. 31	—	Chefoo	Haintah	Chi. C.M.S.N. Co.
Sep. 1	—	Tsingtau, Dairen	Kobe Maru	Jap. S.M.R. Co.
Sep. 4	D.L.	Tsingtau, Dairen	Tsun	Br. S. & D.
Sep. 4	4.00	W'wei, C'foo, T'ain	Fengtien	Br. S. & D.

FOR RIVER PORTS

Aug. 29	11.00	Wuhu	Wenchow	Br. S. & D.
Aug. 29	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
Aug. 30	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
Aug. 30	M.N.	Hankow, etc.	Sungang	Br. S. & D.
Aug. 31	D.L.	Hankow, etc.	Sungang	Br. S. & D.
Aug. 31	M.N.	Hankow, etc.	Sungang	Br. J. M. & Co.
Aug. 31	M.N.	Hankow, etc.	Sungang	Br. S. & D.
Sep. 1	M.N.	Hankow, etc.	Hwaha	Chi. C.M.S.N. Co.
Sep. 1	M.N.	Hankow, etc.	Wanchang	Br. J. M. & Co.
Sep. 2	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
Sep. 2	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
Sep. 3	M.N.	Hankow, etc.	Tuckwo	Br. S. & D.
Sep. 3	M.N.	Hankow, etc.	Ngankin	Br. S. & D.
Sep. 4	M.N.	Hankow, etc.	Wosung	Br. S. & D.
Sep. 4	M.N.	Hankow, etc.	Kiangroo	Chi. C.M.S.N. Co.
Sep. 4	M.N.	Hankow, etc.	Kiangshin	Br. J. M. & Co.
Sep. 6	M.N.	Hankow, etc.	Wosang	Br. S. & D.
Sep. 6	M.N.	Hankow, etc.	Shengking	Br. S. & D.

CARRYING MAIL

A.M.—MIDNIGHT D.L.—DAYLIGHT

Information For Mariners

High Water at Wosung Bar (The night tides are higher than the day tides, they are about equal at 2 and 3 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h. fall, at springs 1 1/4 h; at neaps, 7 1/2 h.

Time	Range	Time	Range
0h.	2m.	9h.	4m.
1h.	3m.	10h.	5m.
2h.	4m.	11h.	6m.
3h.	5m.	12h.	7m.
4h.	6m.	1h.	8m.
5h.	7m.	2h.	9m.
6h.	8m.	3h.	10m.
7h.	9m.	4h.	11m.
8h.	10m.	5h.	12m.

High Water at Tungsha Lightship Approximate rise, 5 1/2 h; approximate fall, 7 h.

Time	Range	Time	Range
0h.	2m.	9h.	4m.
1h.	3m.	10h.	5m.
2h.	4m.	11h.	6m.
3h.	5m.	12h.	7m.
4h.	6m.	1h.	8m.
5h.	7m.	2h.	9m.
6h.	8m.	3h.	10m.
7h.	9m.	4h.	11m.
8h.	10m.	5h.	12m.

Time of Moonrise, Moonset, Sunrise, Sunset

Rises	Moons	Sets	Rises	Sets
6 2 p.m.	5 7 a.m.	5h. 33m.	6h. 31m.	4h. 48m.
7h. 16m.	6h. 22m.	6h. 31m.	5h. 16m.	7h. 16m.

Mean Barometric Pressure at Shanghai For August 29 71.16 74.90mm.

C. N. C. CHINA NAVIGATION CO., LTD.

YANGTZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICE.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "POYANG" sails August 30th, midnight.
S.S. "LUENTY" sails August 31st, midnight.
S.S. "WUCHAN" sails September 1st, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).

S.S. "SHUNTEN" sails August 31st, 3 p.m.
S.S. "FENGTIEN" sails September 4th, 10 a.m.
S.S. "TUNGCHOW" sails September 7th, 3 p.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.

S.S. "SZECHUEN" sails August 31st, direct.
S.S. "SUNNING" (via Amoy) September 2nd.
S.S. "CHENAN" (via Swatow) September 4th.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "TEAN" sails September 4th.

FOR NINGPO.
S.S. "HSIN PEKING" at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Butterfield & Swire, Agents, French Bund.
Tel. No. 77.
Passengers: Central No. 401.
Freight: Central No. 77.

CP & OS

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Reservations Arranged. Itineraries Planned

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Emp. of Japan Sept. 17
Emp. of Asia Sept. 25

To Manila-Hongkong
Emp. of Japan Sept. 5
Emp. of Asia Sept. 10
Monteagle Oct. 6
Emp. of Russia Oct. 8
Via Manila
To Hongkong Direct

Freight Office
Cor. Peking and Yuen
Ming Yuen Roads,
Shanghai.
Telephone, Central 181

Passenger Office
Palace Hotel
19 The Bund
Shanghai.
Telephone, Central 183

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S.S. ELDRIDGE OCT. 24
S.S. EDMORE NOV. 21
S.S. CITY OF SPOKANE NOV. 28

FOR HONGKONG AND MANILA

S.S. "CROSS KEYS" SEPT. 26

FOR DAIREN AND SEATTLE

S.S. ENDICOTT OCT. 10
S.S. WHEATLAND NOV. 7

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S.S. Ecuador . . . Sept. 11	S.S. Colombia . . . Sept. 18
S.S. Colombia . . . Oct. 9	S.S. Venezuela . . . Oct. 18
S.S. Venezuela . . . Nov. 6	S.S. Ecuador . . . Nov. 13

GENERAL SHIPPING NEWS

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles, London and Antwerp:—

KAGA MARU 12,500 Tons Capt. K. Asakawa, Sept. 5
YOKOHAMA MARU 12,500 Tons Capt. T. Horii, Sept. 13

EUROPEAN LINE CARGO SERVICE

For London, Rotterdam, and Hamburg via ports:—
HAKATA MARU 12,500 Tons Capt. B. Tenda, Sept. 14
NAGATO MARU 12,000 Tons Capt. K. Kurihara, Oct. 10For Marseilles and Liverpool via ports:—
HAKATA MARU 12,500 Tons Capt. B. Tenda, Sept. 9
TOTTORI MARU 12,000 Tons Capt. M. Taniguchi, Sept. 25

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—
FUJIMARU 21,000 Tons Capt. K. Itano, Sept. 14
KATORI MARU 19,000 Tons Capt. K. Yoshikawa, Oct. 9

NEW YORK VIA PANAMA

CALCUTTA MARU 10,000 Tons Capt. G. Matsushita, Sept. 18
FOR YOKOHAMA (Via Nagasaki, Moji and Kobe):—HOKURU MARU 5,500 Tons Capt. S. Ito, Aug. 31
KASUGA MARU 7,000 Tons Capt. S. Iriye, Sept. 7
WAKANOURA MARU 6,000 Tons Capt. J. Fujisawa, Sept. 14

FOR KOBE

MISHIMA MARU 16,000 Tons Capt. K. Okamoto, Sept. 13

FOR NAKASAKI AND KOBE

RUMANG MARU 5,500 Tons Capt. K. Inoue, Sept. 13

FOR SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji)

OMI MARU 7,000 Tons Capt. S. Kishimoto, Sept. 1
OHKUGO MARU 5,500 Tons Capt. K. Hayashi, Sept. 4
YAMASHIRO MARU 7,000 Tons Capt. S. Takano, Sept. 8
YAWATA MARU 7,000 Tons Capt. T. Shinohara, Sept. 11

FOR HONGKONG

KATORI MARU 19,000 Tons Capt. K. Itano, Sept. 19

FOR MANILA AND HONGKONG

KASHIMA MARU 19,000 Tons Capt. K. Itano, Jan. 8, 1921

AUSTRALIAN LINE (Sailing From Hongkong)

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila):—

WAKO MARU 14,000 Tons Capt. S. Nishimura, Sept. 22
NIKKO MARU 10,000 Tons Capt. J. Kusano, Oct. 20
AKI MARU 15,000 Tons Capt. G. Shinomiya, Nov. 17

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha,
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

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Manila-New York.

Operated for account of UNITED STATES SHIPPING BOARD

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BARBER STEAMSHIP LINES, INC.

FOR LONDON, ANTWERP & LIVERPOOL

S.S. "WEST MAHOMET" Sept. 13 S.S. "EASTERN ADMIRAL" Nov.

FOR LONDON-ANTWERP-ROTTERDAM

S.S. "EASTERN PLANET" Oct. 2 S.S. "EASTERN CLOUD" Nov. 10

FOR BOSTON AND NEW YORK

S.S. "CAPE MAY" Sept. 3 S.S. "ELDEN" Oct. 1

S.S. "CITY OF BOSTON" Nov.

For rates and particulars apply to

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33 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED

Pacific representatives and operators

Green Star Line

TRANS-PACIFIC SERVICE

Due INWARD		Sailing-OUTWARD	
Steamer	Date	Steamer	Date
Brave Courier	Sept. 3	West Hiram	Sept. 10
West Hiram	Sept. 8	Denel	Sept. 12
West Jens	Sept. 24	West Jens	Oct. 6

*San Francisco

†Seattle

ATLANTIC SERVICE

Due INWARD		Sailing OUTWARD	
Steamer	Date	Steamer	Date
Eastern Crown	Aug. 23	Eastern Crown	Sept. 1
Chichester	Sept. 10	Chichester	Sept. 15

*Via Suez Canal

*Via Panama Canal

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.

C. S. HOLMES, Asst. General Manager. J. S. EMENS, Agent.

Telegrams "DIXSTRUTH"

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
1 C O B I	Aug. 14	Albany	Am. cruiser
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
Y.P.D.W.	June 25	Cricketer	Br. gun-boat
U.S.N.B.	July 4	Desail	Br. cruiser
E.N.B.	July 4	Kishia	Br. gun-boat
O.D.W.	July 25	Manila	Br. gun-boat
Y.P.D.W.	Oct. 29	M.A.S. 238	Am. sub-chaser
Schow Creek	Oct. 29	M.A.S. 237	Am. sub-chaser
Schow Creek	May 25	Samar	Jap. gun-boat
B.I.X.	Aug. 23	Sumida	Jap. gun-boat
S.P.W.	Aug. 23	Villalobos	Am. gunboat

P. & O., British India, Aparcar,
E. & A. S. S. Lines

(Companies incorporated in England)

FOR Marseilles, London and Antwerp

via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "JEYPORE" September 7th

S.S. "KHIVA" September 15th

S.S. "NANKIN" October 2nd

S.S. "KASHGAR" October 16th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA" September 11th

S.S. "DUNERA" October 8th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "JAPAN" September 5th

S.S. "TANDA" September 25th

S.S. "GREGORY APCAR" September 21st

S.S. "ARRATON APCAR" October 1st

S.S. "TORILLA" October 11th

FOR SYDNEY from HONGKONG

S.S. "KANOWNA" September 28th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

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8,800 tons D. W. Capacity. Oil burner. U.S.S.B. boat

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*ALPS MARU 15,000 T. Schikawa, Sept. 2 Sept. 4

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*HAGUE MARU 15,000 T. Kitano, Oct. 27 Oct. 29

FOR NORTH AMERICA (Tacoma, Victoria and Seattle) via Nagasaki, Kobe and Yokohama.

In connection with the Chicago, Milwaukee and St. Paul Ry.

AFRICA MARU 18,000 T. Yamamoto, Aug. 30 Aug. 31

FOR HONGKONG.

ARABIA MARU 18,000 T. Saito, Sept. 15 Sept. 16

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KEELUNG MARU 3,000 T. Kamizawa, Aug. 29 Aug. 31

FOR SOUTH CHINA PORTS and FORMOSA (Keelung and Takao)

KOHOKU MARU 6,000 T. Akazawa, Sept. 2 Sept. 4

These steamers marketed have no passenger accommodation.

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

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O.R.E. Yangtszepoo Wharf, Wayside, Tel. Nos. East 209, 209 & 213

Tel. Address: SHOSHEN, Shanghai.

VESSELS IN HARBOR AND AT WOSUNG

Date	From	Ships Name	Flag Agents
Dec. 6	Chinwangtao	Indigirka	Rus. R.V.F.
Mar. 19	Japan	Kiyo Maru	Chi. R.V.F.
Var. 23	Japan	Chienan	Chi. W. & Co.
May 13	Japan	Naoetsu Maru	Chi. H. & S.
May 30	Japan	Tosa Maru 10	Jap. N.S.S.N. Co.
June 24	Chinwangtao	Rotorua	Br. N.S.S.N. Co.
July 4	Chinwangtao	Haedon	Jap. M. S. K.
July 18	Japan	Toro Maru	Chi. C.M.S.N. Co.
July 19	Japan	Wesland	Am. C. P. Co.
July 21	Hankow, etc.	Frederic	Am. C. P. Co.
July 27	Manila	Longnow	Br. H. & S.
Aug. 8	Hankow, etc.	Imaly	Am. S. & T.
Aug. 14	Hankow, etc.	Admiralsin	Am. S. & T.
Aug. 15	Hankow, etc.	Tsengtah	Am. C. I. & E. L. Co.
Aug. 16	Hankow, etc.	Store Nordlake	Am. G. N. T. Co.
Aug. 18	Hankow, etc.	Shangwo	Br. J. M. & Co.
Aug. 18	Tientsin, etc.	Kailan Maru	Jap. Ch. R. Shaw
Aug. 20	Hankow, etc.	Chinchong	Chi. T.Y.S.S. Co.
Aug. 20	Hankow, etc.	Senehou	Chi. S.P.S.N. Co.
Aug. 21	Hankow, etc.	W. Cheshald	Am. Ad. Line
Aug. 22	Hankow, etc.	Nankin	Br. H. & S.
Aug. 22	Chinwangtao	Upolu	Br. M. M. & Co.
Aug. 23	London, etc.	Moerish Prince	Br. S. T. Jones & Co.
Aug. 23	Tientsin, etc.	C. of Dunkirk	Br. J. M. & Co.
Aug. 24	Japan	Landruca	Br. J. M. & Co.
Aug. 25	Japan	Shinyue	Br. J. M. & Co.
Aug. 25	Cruise	Chuentiao	Chi. Customs
Aug. 25	Chinwangtao	Ikkin	Chi. Customs
Aug. 25	Chinwangtao	Shanchong	Chi. Customs
Aug. 25	Foochow, etc.	Yusan	Br. H. & S.
Aug. 26	Liverpool, etc.	Mentor	Jap. N.K.K.
Aug. 26	Japan, etc.	Nanyang M.	Jap. N.K.K.
Aug. 26	London, etc.	Carnevanshire	Br. G. L. S. A.
Aug. 27	Antung	Kwellin	Br. H. & S.
Aug. 27	Chinwangtao	Kwangping	Br. K. M. A.
Aug. 27	Chinwangtao	Yokishin Maru	Jap. S. M. R. Co.
Aug. 27	Cruise	Lihuing	Chi. Customs
Aug. 27	Hankow, etc.	Chunkeing	Br. H. & S.
Aug. 28	Swatow	Yenoura Maru	Jap. M.S.K.
Aug. 28	Swatow	Hozan Maru	Jap. H.H. Co.
Aug. 28	Swatow	Chinkiang	Br. H. & S.
Aug. 28	Swatow	Tungwah	Chi. C.M.S.N. Co.
Aug. 28	Pukow	Szechuen	Br. H. & S.
Aug. 28	Hankow, etc.	Nagata Maru	Jap. N.Y.K.
Aug. 28	Hankow, etc.	Hanping	Br. H. & S.
Aug. 28	Hankow, etc.	Lawcho	Br. J. M. & Co.
Aug. 28	Hankow, etc.	Kinevung	Chi. C.M.S.N. Co.
Aug. 28	Hankow, etc.	Poyang	Br. H. & S.
Aug. 28	Swatow	Tachang Maru	Jap. N.K.K.
Aug. 28	Chinwangtao	Wenchow	Br. H. & S.
Aug. 28	Cruise	Childar	Nor. O. Thompson
Aug. 28	Chinwangtao	Pineching	Chi. Customs
Aug. 28	Japan	Kokura Maru	Jap. N.Y.K.
Aug. 28	Native Customs	Yungshin	Chi. N.S.S.N. Co.
Aug. 28	Native Customs	Kiangteen	Chi. C.M.S.N. Co.

Departures

Date	From	Ships Name	Flag Agents
Aug. 27	Miri	Suran	Br. A.P. Co.
Aug. 27	Ningpo	Meinan	Am. Socony.
Aug. 28	Hankow, etc.	Tatung	Br. H. & S.
Aug. 28	Hankow, etc.	Chancon	Chi. S.P.S.N. Co.
Aug. 28	Tientsin, etc.	Tungchow	Br. H. & S.
Aug. 28	Japan	Tamba Maru	Jap. N.Y.K.
Aug. 28	Japan	Taite Maru	Jap. N.Y.K.
Aug. 28	Chinwangtao	Kwanlee	Chi. C.M.S.N. Co.
Aug. 28	Hongkong, Canton	Yingchow	Br. H. & S.
Aug. 28	S. H'kong, C'ton	Chenan	Br. H. & S.
Aug. 28	Swatow	Wenchow	Chi. C.M.S.N. Co.
Aug. 28	Swatow	Childar	Br. H. & S.
Aug. 28	Swatow	Yungshin	Chi. N.S.S.N. Co.
Aug. 28	Swatow	Kiangteen	Chi. C.M.S.N. Co.

Arrivals

Date	From	Ships Name	Flag Agents
Aug. 28	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Aug. 28	Chinwangtao	Hozan Maru	Jap. H.H. Co.
Aug. 28	Swatow	Chinkiang	Br. H. & S.
Aug. 28	Swatow	Tungwah	Chi. C.M.S.N. Co.
Aug. 28	Pukow	Szechuen	Br. H. & S.
Aug. 28	Hongkong	Nagata Maru	Jap. N.Y.K.
Aug. 28	Hankow, etc.	Hanping	Br. H. & S.
Aug. 28	Hankow, etc.	Lawcho	Br. J. M. & Co.
Aug. 28	Hankow, etc.	Kinevung	Chi. C.M.S.N. Co.
Aug. 28	Hankow, etc.	Poyang	Br. H. & S.
Aug. 28	Swatow	Tachang Maru	Jap. N.K.K.
Aug. 28	Chinwangtao	Wenchow	Br. H. & S.
Aug. 28	Swatow	Childar	Nor. O. Thompson
Aug. 28	Swatow	Pineching	Chi. Customs
Aug. 28	Swatow	Kokura Maru	Jap. N.Y.K.
Aug. 28	Swatow	Yungshin	Chi. N.S.S.N. Co.
Aug. 28	Swatow	Kiangteen	Chi. C.M.S.N. Co.

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S. S. "LOONG MOW"

Lieut-Commander S. Hall, R.N.R. (Captain)



The "Loong Mow" is a new steamer expressly constructed for the run between Ichang and Chungking and is fitted with every modern convenience for passengers. She has large, airy, state bedrooms, electric light and fans throughout.

Regular connection will be maintained with Messrs. Butterfield and Swire's steamers at Ichang during the season.

Through tickets may be booked from Shanghai to Chungking.

For Freight and/or Passage apply to:—

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Telephone Central Nos. 77 and 401

Shipping Items

The C.M. s.s. Feiching left Foochow for Shanghai on Friday.

The A. L. s.s. Cross Keys left Seattle for Yokohama on August 19.

The I.C. s.s. Sulwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I.C. s.s. Tungshing is expected to arrive in

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be prepaid

Replies must be called for



AUCTION INDEX

Monday, August 30th.—Excellent Household Furniture and Sundries in Sale room at 10 a.m.

Wednesday, September 1st.—Sundry Sound and Damaged Cargo in godown in rear at 2.30 p.m.

Thursday, September 2nd.—Superior Household Furniture and Accessories at 41 Whangpoo Road at 10 a.m.

Saturday, September 4th.—A Very fine Motor Boat, capable of steaming 20 miles an hour. Suitable for picnics. At Nan-king Road Jetty at 12.15

Saturday, September 25th.—A valuable collection of Postage Stamps in Upper Sale room at 2.30 p.m.

CUSTOMS NOTIFICATION

No. 952

The public is hereby notified that all Inward Transit Applications, together with the cargo they cover, for the Ports of Call of Tientsin, Taitung, Nankin and Wusueh are herewith to be presented to the Examiners at the wharves not later than 11 a.m. in order that examination may be finished by 11.30 a.m.

Cargo presented for examination later than 11 a.m. will not be passed.

G. C. F. HOLLAND,

Deputy Commissioner in charge, temporarily.

CUSTOM HOUSE, Shanghai, 27th August, 1920. 31700

"DAISY" BRAND AND "MEADOW" BRAND

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Finest American Butter in one and two pounds full weight tins

Per case of 24 2 lb. tins. \$49.00

Per case of 43 1 lb. tins. \$1.00

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Gd. BOURGOGNE MOUSSEUX SPARKLING MAON?

It is shipped by Messrs. Collin and Bourisat and is excellent.

Also Messrs. Heldstock and Co.'s (Reims) MONOPOLE CHAMPAGNE (Red Top)

There is no reason why you should not have the finest wines, spirits, and liquors. We have the best in stock always.

GARNER, QUELCH & CO. Tel. C. 2021 73, Szechuen Rd.

NOTICE OF REMOVAL

We have this day removed our offices to 11, Siking Road.

A. E. S. THOMPSON & CO. August 30, 1920. 31722

Mrs. Dozoroff-Souviroff, M.D.

Specialist for internal diseases Hours 9-11 and 3-5 59E Range Road 31517

FOR SALE

A.B.C. Code 5th Edition (Improved last Mail, apply early with cash \$24.

BOWERN & CO. No. 7 Museum Road. 31631

Shanghai Race Club

AUTUMN TRAINING SEASON, 1920.

The Training Season for the Autumn Race meeting (8th, 9th, 10th and 13th November), will commence on Wednesday, 1st September, 1920, when the training (inner) course will be reserved for members only.

The Loong-fel (east) entrance to the public recreation ground will be closed, and the race club's entrance will be available for pedestrians only during training hours.

By Order of the Stewards, A. W. OLSEN, Secretary, Shanghai Race Club. 31649

Public Stenographer

No. 9A, Kiangse Road TEL. C. 2700 31562

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No. 847 Avenue Edward VII Tel. No. C. 5272

Our motor hire service charges are as follows: Per hour \$4 and \$3 or a minimum charge of \$1 and \$1.50 per single trip. Cars for contract. 31528

HOUSES TO LET

TO LET, beautifully furnished house in French town, to tenants without children, from September 10th to January 1st. Apply to Box 372, THE CHINA PRESS. 31661 S. 1

PROFESSIONAL

WANTED, French teacher to call at advertiser's house for lessons in practical conversation. Answers in English, stating terms, to Box 358, THE CHINA PRESS. 31693 S. 1

EXPERIENCED Englishwoman, knowledge French and Russian, will teach foreigners and children, terms moderate. Apply to Box 346, THE CHINA PRESS. 31609

Business and Official Notices are Continued on Page 5

Amusement Advertising will be found on Page 14

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

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We have just received a shipment of the new

NATIONAL TYPEWRITERS

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'Built for heavy office work as well as travel.

Will do the work of a standard machine yet weighs only 9 lbs. All modern attachments.

In English, Russian, French or Combined Chinese-Phonetic and English Keyboards

PRICE \$80 complete

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When you need a new Storage Battery, there are two vital things to be considered—the quality of the battery and the service back of it.

Prest-O-Lite is the battery for you.

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

REMOVAL NOTICE

BIANCHI

High Class Pastry Cook

to

23 Nanjing Road, Shanghai. Phone C. 2264

on and after August 30th, 1920 31643

MATRIMONY

GENTLEMAN wishes to correspond with young European or Eurasian lady, object matrimony. Strictly confidential. Apply to Box 396, THE CHINA PRESS. 31723 A. 29

LOST

LOST, evening 27th, between Star Garage and Hart Road, top half double feral hat. Will finder please return to Harvie, Kalee Hotel. 31708 A. 29

MISCELLANEOUS

EXPORTER and Importer, with branches in America and Europe, leaving soon for Germany, will undertake any commission or representation. Write or call Room 13, Kalee Hotel. 31694 A. 31

SITUATIONS VACANT

AUTOMOBILE ENGINEERING: Secure technical knowledge of this interesting work. Prepare for increasing opportunities in China. I. C. S. possesses facilities for keeping textbooks in pace with rapid developments. We have modern thorough training in "Complete Automobiles," "Automobile Electric Equipment," "Gas Engines," etc. Write for catalog. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

WANTED, competent Chinese stenographer for American firm. Apply to Box 359, THE CHINA PRESS. 31714

WANTED: American firm requires the services of a competent lady stenographer. Apply to Box 390, THE CHINA PRESS. 31715

WANTED, good cook and coolie. Apply to Box 331, THE CHINA PRESS. 31632 A. 29

SITUATIONS WANTED

EMPLOYERS: Simplify the "Man Wanted" problem by training your own employees for more responsible positions. We have 287 complete courses of practical training. Encourage employees to study in spare time. Ask us to tell you about our "Employees' Co-operative Plan." Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

RELIABLE stenographer and all-round office assistant open for immediate engagement. Permanent or temporary. References. Apply to Box 388, THE CHINA PRESS. 31707 S. 1

WANTED: by Chinese accountant with ten years' experience, all-round knowledge, A.I. testimonials and guarantee for satisfaction. Apply to Box 380, THE CHINA PRESS. 31727 A. 29

COMPETENT Portuguese clerk, with knowledge of bookkeeping, typewriting, correspondence and office work, seeks position. A.I. reference. Apply to Box 376, THE CHINA PRESS. 31706 A. 31

AMERICAN nurse will be available for family with children proceeding to United States about the 23rd of September. Apply to Box 308, THE CHINA PRESS. 31540

FOREIGNER (neutral), speaking French, English and German, seeks position as traveller, godown-keeper, overseer or interpreter. No objection to outport or interior. Apply to Box 377, THE CHINA PRESS. 31672 A. 29

HOUSES WANTED

WANTED, from October, furnished house or flat, Carter Road district, or near French Park. Apply to Box 352, THE CHINA PRESS. 31635 A. 29

WANTED, by American family for occupancy between October 1st and November 15th, for a term of four months or longer, a nicely furnished house with garage, preferably in French town. Apply to Box 391, THE CHINA PRESS. 31716 S. 1

WANTED, by an American couple, small house or flat with modern conveniences, furnished preferred. French town or western district. Apply to Box 348, THE CHINA PRESS. 31612

WANTED, from 1st October or earlier, on any terms, four to six-roomed house, in good locality. Will take over furniture, if necessary; respectable tenant. Reply, giving full particulars, to Box 374, THE CHINA PRESS. 31666 A. 31

HOUSE or flat wanted by November, by small American family; furnished or unfurnished. Will take three years lease. Address particulars to American Post Office Box 734. 31669 S. 2

WANTED by married couple, unfurnished house in western district of French concession, from October 1st. Apply to Box 386, THE CHINA PRESS. 31702 A. 31

WANTED by married couple, four to six-roomed flat, centrally located, or house in western district, furnished or unfurnished. Apply to Box 343, THE CHINA PRESS. 31630

APARTMENTS

Connaught House

8 Quinsan Gardens.

Vacant, Sept. 1st, large furnished room, bathroom attached, with board. Suitable for a couple. Apply Mrs. G. POLLOCK.

TO LET, with board, for immediate occupation, well furnished attic flat, comprising two large rooms, small room and modern bathroom. Suitable for married couple, or two bachelors. Garage, stabling and tennis court. Apply to Box 204, THE CHINA PRESS.

ORIENTAL HOUSE

31 Boone Road

ONE large Attic with bath attached facing garden. Hot and cold water. Suitable for married couple or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102. 31699

TO LET, a large, well furnished room with board, bath and big verandah facing south near Country Club. Suitable for married couple. Tel. W. 1450. Apply to Box 298, THE CHINA PRESS.

TO LET, furnished bed and sitting room, with veranda, from September 1st. Board optional. 7 Wayside Road. 31696

TO LET, one large well furnished room, with board, suitable for married couple or two friends, from 1st September: good central location, elevator and use of phone. Apply to Box 387, THE CHINA PRESS. 31705 A. 29

TO LET, two large furnished rooms with bathrooms, one with hot and cold water and closed-in verandah, full board, suitable for married couple or two friends. Apply 13 Yangtseepoo Road. 31719 S. 1

TO LET, on Bubbling Well Road, one large furnished room with board, private bathroom and verandah, suitable for two. Apply to Box 356, THE CHINA PRESS. 31627

TO LET, one nicely furnished room, with board, from the 1st of September, suitable for married couple or two bachelors. Apply 5 Young Allen Terrace. 31711 S. 1

VACANT, large furnished bedroom, with bath and verandah, suitable for two bachelors. Apply to 27 Quinsan Road. 31618

TO LET, two rooms, western district, with full board, suitable for married couple. Hot and cold water, large garden, tennis lawn, stabling, garage, etc. Apply to Box 375, THE CHINA PRESS. 31667 S. 2

TO LET, well-furnished rooms, with all modern conveniences, with or without board. Apply 21 Tongshan Road. 31538

TO LET, one big nice room with board, near Quinsan Garden. Apply to Box 371, THE CHINA PRESS. 31658

NICELY furnished rooms with board, verandah and bathroom, near French Park, telephone, etc. Apply to Box 189, THE CHINA PRESS. M. G.

LOST OR STOLEN

LOST, one fox terrier, female, white body, face black and brown, answering to the name of "Dixie." Liberal reward if returned to C. E. Kline, No. 7 Jinkee Road, care Struthers and Dixon. 31697 A. 29

EXCHANGE AND MARY

FOR SALE, two-seater Buick with dickey seat, winter and summer top, paint and motor perfect condition guaranteed. Smart appearance. Owner leaving Shanghai. For particulars, apply to Box 360, THE CHINA PRESS. 31634 A. 29

FOR SALE, Chevrolet model FB Limousine. Used only ten months. In perfect mechanical condition. Paint good. Two new tires, interior complete with flower vases, cigar-lighter, ash tray, telephone, etc. Price very reasonable. Apply to Box 319, THE CHINA PRESS. 31636

EXCHANGE AND MARY

FOR SALE, Woolen carding and spinning plant at present in operation. British machinery. Full particulars on application to Box 397, THE CHINA PRESS. 31725

FOR SALE, two good police dogs, Doberman-Pincher. Apply to 69 Broadway, Astor House Building. 31710

FOR SALE, immediate, Buick two-seater roadster, with chauffeur's seat and full equipment, including wire wheels and four new non-skid tires. Excellent condition and always driven by owner. Apply to Box 392, THE CHINA PRESS. 31717 S. 1

FOR SALE, one BRUNNEMANN Studio, Moving Picture Camera, but slightly used, equipped with stand, spare film boxes (holding 200 feet film each), and all accessories. One Guelph Moving Picture Camera, for use in either studio or travelling, but slightly used, equipped with all accessories, spare boxes for holding 200 feet film. Long distance lenses. One printing machine, for printing moving picture film, but slightly used, machine can be run either to print by hand or motor power. Apply to Box 393, THE CHINA PRESS. 31718 S. 1

FOR SALE, small Buick Roadster, six cylinder, with summer and winter tops. Only driven by owner. Seven months' guarantee. Apply to Box 394, THE CHINA PRESS. 31720 A. 31

FOR SALE, motor harbour lamp, 28 feet by 7 feet by 2 feet 6 inches. Well-powered and fitted bull, six months old. Owner buying bigger lamp. Apply to Box 395, THE CHINA PRESS. 31720

FOR SALE, new 1920 model, Scott motor-cycle (British), 3 1/2 h.p., twin-cylinder, water cooled. Probable lighting, and several spare parts. Apply to Box 361, THE CHINA PRESS. 31635

WANTED to buy from private owners—used autos, four and six cylinder, roadsters, five and seven passenger touring and limousines. Must be in good condition and at an attractive price for cash. Central Garage Co., Used Car Dept., J. W. Davis, Manager. 31629

FOR SALE, Willys-Knight seven-passenger touring car, in perfect order, used only eight months. Spare wheel and tyre, khaki covers, radiator cover, bumper. Apply to Box 352, THE CHINA PRESS. 31629

FOR SALE, latest model Excelsior motor-cycles with or without sidecars. Arrange for demonstration. American Trading Company, 55 Szechuen Road. 31626

FOR SALE, 1920 Embell motor-cycle twin, practically new machine, \$450 nearest offer. Apply A. Sing, No. 1111, Broadway. 31690 S. 3

NEW Ford Town car, run 700 miles, electric starter, lights in perfect condition. Reply to Box 383, THE CHINA PRESS. 31687 S. 3

FOR SALE, donkey with saddle, gentle animal, accustomed to children. Apply to Box 385, THE CHINA PRESS. 31689 A. 30

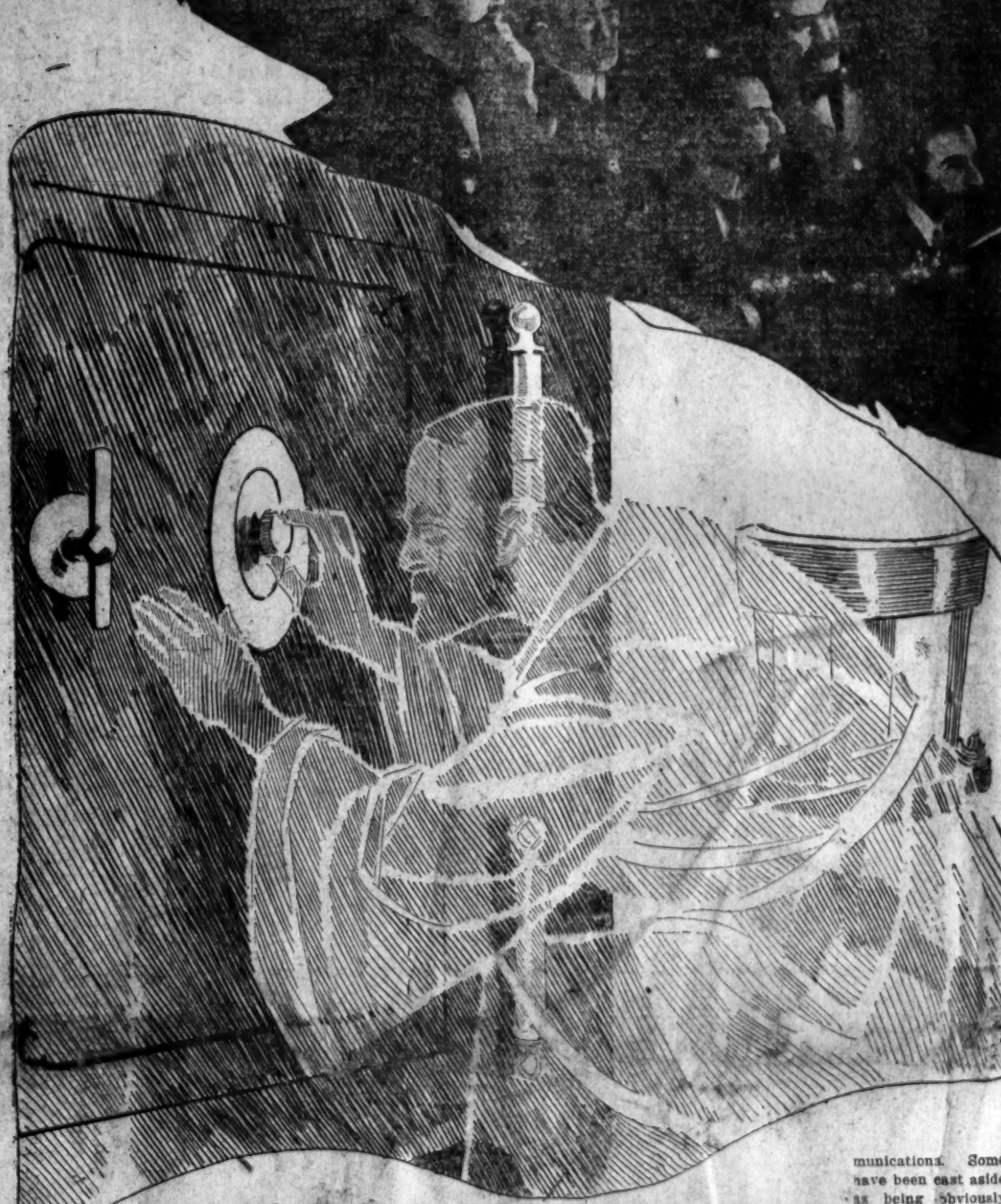
FOR SALE, Buick five-seater touring car, six-cylinder, only used one month, driven less than 500 miles. Self-starter, electric lighting, spare tyre, front bumper, and spare oil tank—complete. Owner leaving Shanghai. Apply to Box 375, THE CHINA PRESS. 31674 S. 2

FOR SALE, Buick touring (seven-passenger): Overland touring (five-passenger): Chevrolet Roadster (three-passenger): Hupmobile Limousine (seven-passenger): Mercer touring (five-passenger): Central Garage Co., Used Car Dept., J. W. Davis, Manager. 31675 A. 31

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 129 Szechuen Road. 31628

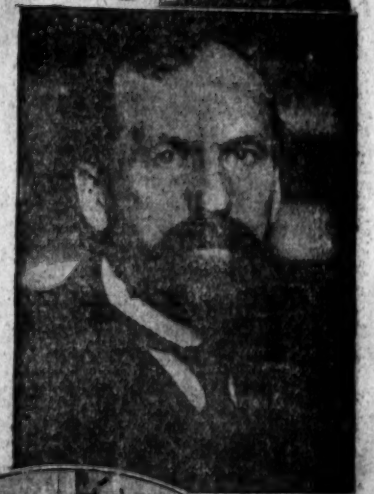
SUITABLE dwelling house in Wellswater Road, land on Szechuen Road and on, Hwang Ta Hsiao, near West Gate, each over ten mu for sale. Apply to Mr. Y. K. Tongqu, No. 32 Mohawk Road, or to Box 386, THE CHINA PRESS. 31630

Will Prof. Hyslop's "Ghost" Reveal the Secret of the Letter in the Safe?



A Remarkable Fainting by Raphael Sebastian. "There is No Death." The Painting Was the Artist's Picture of a Spiritualistic Seance Carried on Under Scientific Auspices, in Which, It Was Claimed, Another Body "Materialized" from the Medium. Dr. Hyslop, Who Was One of the Scientists Attending, Is Seen as the Last Figure Among the Spectators.

How the Whole Spiritualistic World Is Waiting for the Message from Behind the Grave Which He Faithfully Promised to Send



The Late Dr. Hyslop, the Foremost of Scientific

Investigators of Spiritualistic Phenomena, and Below Him a Flashlight of a Seance Which Revealed a Triumph, as Shown, Suspended in the Air by, Apparently, No Visible Means.

"Somewhere in that hidden safe is the sealed letter whose reading may be the ultimate test of the truth of spiritualism. Will the ghostly hands of Dr. Hyslop open that safe and reveal its message?"

SOMEWHERE in New York, in a carefully locked steel safe, is a letter. What is written on that jealously concealed and guarded bit of paper no living being knows. Even where the safe is, no one knows. That letter was written, sealed and locked by Professor James Hervey Hyslop, one of the greatest scientific investigators of psychic phenomena that the world has known. Professor Hyslop died on June 17, 1920, at Upper Montclair, N. J., without having revealed the safe's whereabouts.

But like his friends, William James, Richard Hodgson and Hugo Munsterberg, Dr. Hyslop had promised to whisper across the void between our world and the world of the dead as soon after his death as he was able to establish communication with the living. That he failed to reveal where the safe is containing his letter was because, those of his friends who know the circumstances believe, Dr. Hyslop wanted the message to be an absolute test of his identity if he were able so to communicate. Obviously, with no living person knowing where the letter was concealed, there could be no charges made afterward that the envelope had been secretly opened, the communication read and his message after death "faked."

Beside that letter probably are those written by Professors James and Munsterberg. Among all the messages, pretended or real, which spiritualistic mediums claim to have received from these two, none ever mentioned these letters. Complete failure of the test has been registered in their cases.

Will Doctor Hyslop succeed where they, if they be living in that other world, failed or failed?

Will any of the dead scientist's friends and fellow investigators receive a message from the late Doctor Hyslop revealing the hiding place of the letter and its contents? If so, if any living being is enabled by such a communication to do this and if the message received conforms word for word to the letter when opened, it must be regarded as incontrovertible proof that we live after death has overtaken the body and that no living being is able to communicate with those we have left behind on earth.

It has been more than a dozen years since a few fellow investigators and friends of the late scientist met at Dr. Hyslop's Summer home in the Adirondacks for the purpose of establishing a test that would seem to prove conclusively the survival of the spirit after death and the possibility

of communication between the dead and the living. Each of those present wrote a note, taking all precautions to conceal the contents from the others. The notes were sealed and given to Dr. Hyslop to hide. No one of those who wrote the notes knew what the others had written and no one but Dr. Hyslop was to know where the notes were hidden. It is not known now, even, who all the other members of the little group were. The secret perished with Dr. Hyslop.

The agreement was that after each member of the group had died he was to try to communicate from the unknown world the contents of the note he had written.

Of the absolute sincerity of this test there can be no doubt. It was solemnly agreed that none of the letters should be tampered with or unsealed until a message should be received which should reveal their contents. Dr. Hyslop's reputation was such as to provide an iron clad guaranty of his own conduct. He seldom discussed the matter, and only once, when he let slip the word "safe," did he give any hint as to the whereabouts of the letters.

The test was guarded against all fraud or even what is called "suggestion" by Dr. Hyslop's scientifically thorough precautions. The usual method would be to seal such a letter and leave it in some spot known to at least one other person. But by keeping even the whereabouts of the letter unknown, Dr. Hyslop has provided a more difficult test than any before attempted, and one that would prove absolutely conclusive, he obviously considered, if successfully met.

Even Dr. Walter F. Prince, acting director of research of the American Society for Psychical Research, on whom Dr. Hyslop's mantle may be said to have fallen, asserts his absolute ignorance of the details of the test. And if any living being shares Dr. Hyslop's secret, Dr. Prince would be the man.

"I do not know where the letters are hidden," he says, "nor do I know what is in them. Nor do I know who wrote them. I do not even know whether they exist at this moment."

Already the death of the distinguished psychic investigator has stirred the imaginations of dozens of spiritualistic mediums. From various sources come pretended conversations and messages from the late Dr. Hyslop. The society whose leading light he was has undertaken the investigation of some of these alleged com-

munications. Some have been cast aside as being obviously false; others Dr. Prince considers worthy of exhaustive investigation.

But among all these pretended communications no medium has yet had the courage to say that he can reveal the secret of the letter in the safe!

The first of the pretended messages is said to have been received by a medium living in the upper part of New York City within a short time of Dr. Hyslop's death and several hours before the fact of his death had become generally known. The communication, which was transmitted by the medium to one of the society's investigators, said that when Dr. Hyslop reached the other side he was in a very weak condition, fatigued by his unusual journey, and pictured him as having been ministered to by Professor James. It is claimed that it would have been practically impossible for the medium to have learned of Dr. Hyslop's death except by psychic means at the time this alleged communication was received. Some of the society's investigators attribute this seeming miracle to telepathy or clairvoyance.

This first message was followed by a series of communications on the day following. Dr. Hyslop's death, through another medium, to the effect that the Doctor got across the void without any trouble whatever, landed on the other shore strong and vigorous—so strong and vigorous that he was able to communicate with this world within a few moments after his death. While this is taken by some investigators to tend toward establishing the authenticity of the first communication, others point out that the messages contradict themselves.

Mrs. C. G. Sanders, who says she is a psychic for the society, asserts that messages have come continuously since noon of the day of Dr. Hyslop's death. Miss Tubby, in charge of the New York offices of the society, will not admit that any one connected with the organization has heard from Dr. Hyslop since his death. No official report has yet been issued.

But a Toronto psychic, Dr. Albert Durrant Watson, has given out the text of what he declares is a message from Dr. Hyslop, received on the third day after his death. If Dr. Watson had actually heard from Dr. Hyslop, and the American psychics have not, then Canada has scored a psychic "scoop" of no mean dimensions.

Dr. Watson, his medium, Louis Benjamin, and a Toronto banker came to New York at the invitation of a prominent composer who had witnessed a seance of theirs in Toronto. They arrived two days after Dr. Hyslop's death and held two seances. On both occasions, it is claimed, twenty or more persons of some prominence were present.

Benjamin, going into his trance, closed his eyes, took a few deep breaths, and, it is said, announced that he was in communication with Samuel Taylor Coleridge, the English poet, and later, with Professor William James, Abraham Lincoln and Plato. Coleridge is said to have announced:

"There is a prominent man among us who arrived only a few days ago. He is Dr. James Hervey Hyslop and desires to give a message to his friends. He requests that his friends on earth publish it for him."

Then, at Benjamin's dictation, Dr. Watson wrote a long message from Hyslop beginning: "I, James Hervey Hyslop, am sending now a short communication from the new world, where I find myself functioning as an entity, a person, an individual, one who has retained sufficient physical replica characteristics to be assured that survival is a fact, and that the continuity of individual existence is as true as the fact that he once lived in a physical world and was known as James Hervey Hyslop."

Dr. Hyslop did not lose a certain form of consciousness during the death experience, the message continued, and he declared that there was any symptom of suffering in the process of death. He had been cared for he said, when he reached the other side—"by old friends—delicacy prohibits the mention of their names." A strange sense of delicacy, and one quite at variance with what might have been expected of Dr. Hyslop when engaged in an enterprise of this importance, say those who knew the great psychologist in life.

The communication went on to say that an organization of scientists, psychologists, philosophers and teachers in the other world, "knowing that contact with other worlds has been established and is now as actual as wireless telegraphy and telephony, have decided almost at once to bridge the gulf and give scientific evidence of the authenticity of spirit communication."

The message concluded with the statement that Sir William Crookes, the famous English scientist, has been very busy during his sojourn beyond the grave and has perfected a machine which will record thought waves from the other world, all of which can be easily read by living people and will presumably take the place of human mediums. Professor Crookes, the "message" went on, would soon reveal the secret of this mechanism to a living inventor; but by just what method was not made clear.

As has been said, Professor James, Dr. Hodgson, Professor Munsterberg and others promised to communicate with the living when they had reached the other world. In 1911, the year after James' death, Dr. Hyslop received a supposed communication from the great Harvard psychologist

and philosopher through the medium of a fifteen-year-old boy, the son of a well known clergyman, and later more messages were sent through Mrs. Chenoweth and Mrs. Sned, Boston mediums. At first Dr. Hyslop believed these messages authentic, but later he was quoted as having convinced himself that they were false.

At another time a Miss Gaule got a message or two from Hodgson in which Hodgson said he had seen James, then lecturing in England, in pink pajamas. Dr. Hyslop wrote James asking for verification of this important communication, and James replied that he had in fact donned the fancy night dress during an emergency.

Munsterberg is also said to have been heard from on several occasions. But there has been nothing very conclusive about these communications, nothing so "evidential" as psychists term it, that the case for spiritual communication has been proved to the satisfaction of impartial investigators.

Dr. Hyslop's explanation of the inconclusiveness of these tests, and of the incoherency of the messages in general was interesting. He believed that the spirit carries with it the same characteristics, weaknesses and virtues that it possessed at the moment of death. He thought that with the passing of time a spirit might forget mundane matters much as it might have forgotten them if still alive.

Furthermore, spirits were not very well able to control the thoughts that they passed on to mediums, he claimed. In the mind of a living person many thoughts are born and held without being expressed. The faculty that prevents their expression in words is called inhibition, and this fac-

ulty of inhibition, Dr. Hyslop held, was one not present in the makeup of spirits. Therefore, they sent to their mediums on this earth pretty much whatever was passing through their spiritual minds at the time, and this naturally would be incoherent.

Add to this the inhibitions of the medium—the process of selecting certain thoughts for translation and the repression of others—and the details for which telepathy is held responsible, and it is quite logical that the spiritualistic messages should be vague and sometimes difficult to provide with a meaning, he asserted.

But Dr. Hyslop knew that the supreme test—that of the hidden letters—had not been met by his predecessors in the journey to the great beyond. And he was convinced that by this test the existence of spirits could be proved beyond cavil. So it is difficult to believe that he would forget the location of the letters, or the sense, if not the wording of what he had written.

The earnestness, sincerity and ability of Dr. Hyslop are not to be doubted. He gave up the best years of his life to investigation of psychical phenomena, braving ridicule and disbelief heroically.

Will he appear to some old friend, or to some medium peculiarly sensitive to the psychic waves? Will he make known the exact location of the safe and describe the contents of his letter? Will he, in company with his fellow scientists and delvers into the depths of the unknown, point the way to a constant, easy, accurate communication with those who have gone before and rob death of all the mystery and fear with which it has been enshrouded since man has known it?

Country Club Dance Dresses

by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.



Taffeta One-Piece Gown Suitable for a Country Club Dance.

By Lady Duff-Gordon ("Lucile")

THIS is the time when the country clubs reach their highest popularity. To drive out of the hot city into the green coolness of the club grounds is a keen pleasure. To play golf or tennis or to lounge on the clubhouse veranda according to chance or temperament is a charming way to spend summer afternoons and to preserve and upbuild health.

That is the utility of the country club—its prose. The poetry of the country club is the dancing it affords. Moonlight and shadows on the rolling green, tall trees standing as faithful sentinels without, and within throbbing music and the flitting of forms across the smooth dancing floor as figures gliding about on the ice!

The picture is beautiful to observe and beautiful to share in, and I am offering for your inspection to-day models of the kind of gowns that make the scene still more attractive and contribute to the joy of wearers and observers.

The middle figure presents that simplicity which is marvelously effective if properly arranged and dowdy if bungled. This one I trust you will agree has not been bungled. The heavy taffeta is draped upon one side at the hip. The draped waist is finished at the corseage by a wide band of shadow lace embroidered in pale gold. The shoulder straps are joined with a necklace of diamonds. An inset diagonal fold of taffeta of a contrasting color is edged with a row of diamonds. I have named this the "Doria."

The "Coriande," a model on the right hand, is of taffeta elaborately trimmed with lace, silver and silk roses. The girdle is of metallic silk in contrasting color.

The third figure, that which you see on the left hand, is of spangled net over satin. Diamond sunbursts are worn at the point of the décolletage. The skirt is trimmed by horizontal bands of ribbon outlined with silver. Ribbons arranged lengthwise cross this trimming at intervals.

Drapery of Spangled Net Is Arranged Over Satin for This Country Club Evening Gown.

Lace, Silk Flowers and Silver Embroidery Are Used for Trimming the Coriande Dance Frock.

Is America To Have A Fashion Art?

Display Of Domestic Designs In Gowns, Coats And Negligees Gives Promise For Future

(New York Times)

Are American women interested in designing their own clothes? Are there any real fashion artists in this country? These questions have been asked over and over again and usually the reply has been skeptical.

But now we have an exhibition of designs and drawings and creations young people right here have originated, and there is about the collection something to gladden the hearts of those who confidently expected this development but who, sometimes, were loath to believe it would never come.

At the Rush Terminal Building there is being held a show of fashionable costume designs made by the scholars at several evening and daytime art schools in the city. Miss Ethel Traphagen is the teacher who has brought out this latent talent. She has urged her pupils to take our own home-grown materials and to use them as part of their inspiration. The result is a promise that we shall have a dress art all our own—that we have it, in fact!

From the fashion angle the ideas for gowns and costumes shown in this exhibition are astonishingly good. Some of them undertake to tell a tale of what the forthcoming fashions for fall will be, and, whether they will be or not, the ideas are attractive. With hardly an exception they show a real knowledge of the foundation principles of design.

For the woman who is bent upon the understanding of her psychology as related to her dressing this exhibition will have an appeal. It is only by this road that attractive wardrobes are accomplished. She will be struck with the adaptability of the designs to her present-day needs and she will be thrilled with the simplicity of the lines. Why, yes, she will say, surprised, "I didn't think of that before!"

The story of how these students learn to practice their craft, while it has nothing immediately to do with the subject of fashion, has none the less a real appeal. To them are given colored plates showing period costumes, and these they study diligently until they absorb the points which go to make up the finished gown. From that starting place they proceed by various ways to the fashion and feminine demands of the present day. They "feel it through" as it were, and, according to their individual talents and originality, they come out something which has application to everyday modern needs. The result is fashion achievement, whether or not you like it. Sometimes we have felt that, while our newer American materials were something to be justly proud of, the dresses made from

them were not always highly successful. The inclusion of such material has made these designs something worth while.

The students have gone from dressmakers' shops to the night classes, from the positions of sales ladies, some of them, or from some other field of design, to try their skill. It is a noteworthy effort to bring out the latent in the individual. Not only have the students made drawings of the designs which they originated but in many cases they have also carried out their own plans with their own fingers. This automatically removes the complaint so often fastened upon artists that their creations are not practical. These are essentially practical—that is one of their chief and glowing attributes.

One simple gingham dress has been designed in combination with voile. The color scheme is green and black and the pattern is a large plaid, but the whole scheme has been handled so cleverly that the unassuming material becomes a mark of real beauty merely by reason of the way in which it is handled.

They have done all sorts and types of dresses and coats, and each one of the designs has a distinction of individuality about it. Also it does not leap far away from the chosen paths of fashion. It keeps to all of the rules and achieves a distinction of its own all at the same time. Much of beauty has been done in combining heavy moonglow crepe with lace. One little dancing frock that sticks in the mind has frills of wide lace falling softly at each side over a rather plainly hung skirt of a delicate pink tone. Then there is a bodice of blue crepe, and the whole color effect is most illusive and youthful in feeling.

Smocks there are, beautifully done. They seem to remove any objection that has attached to this form of attire during the past season or two because it has been so cheaply handled. The lines and the fitness of the surface offered leave so much room for interesting adornment in the way of embroideries and stitching and trimmings of various sorts, but in this collection of suggestions for costumes the trimming idea one smock has been handled with great restraint, the extra adornment being placed each time in small quantities and only where it will serve its best purpose.

It is interesting to see that trimming has been only sparingly used through the varieties of designs. These young people realize that the less there is of it the more happy will be the result. There will be interesting lines and blocks and motifs of embroidery or inserts of broadens in just the right places, or belts that tell the whole story, or facings that do just the proper amount of accent-

ing. In short, trimming has been studied as diligently as all the other branches of design, and the drawings show fully that a really perfect idea of its use in the world has been imbibed by the mass of the students.

Velvets, which show every sign of being popular for Winter wear, have been beautifully handled. The fact that a gorgeous piece of velvet is pretty enough in itself to need no extra embellishments has been thoroughly carried out in the designs. There are drawings that show the lines of the figure exquisitely suggested by the cleverness of the handling of the material. There are straight frocks made of velvet and cleverly carried out in the last detail, for it is the details that make these ultra simple frocks at all possible. There are some little inserts of vests and collars and little, inconspicuous cuffs, but these are secondary in commanding the attention. The basic material is left to be the shining flower of the occasion, as it should be when it is anything so handsome and so becoming as the soft texture of velvet.

These scholars have gone to the museum and studied the cods of antiquity before they started to convert the inspiration into practical modern wear. As a consequence they have been able to work into the designs little signs of interest in trimming and in cut that make the designs for outer wraps something quite unusual and charming. They have managed to take away the curd

TODAY'S TOILET HINTS.

A RARE COLLECTION ON BEAUTY HINTS FROM NEAR AND FAR. HOME RECIPES.

Getting Rid of Feminine Moustaches.

"Practical Suggestions."

To women who are annoyed by disfiguring downy hair growths a method of permanently eradicating the same will come as a piece of good news. For this purpose pure powdered phenol may be used. Almost any chemist should be able to supply an ounce of this drug. The recommended treatment is designed not only to remove the disfiguring growth instantly, leaving no trace, but also to actually kill the hair roots without irritating the skin.

How to have Thick and Pretty Hair.

"Home Talents."

Soaps and artificial shampoos ruin many beautiful heads of hair. Few people know that a teaspoonful of good starch dissolved in a cup of hot water has a natural affinity for the hair and makes the most delightful shampoo imaginable. It leaves the hair brilliant, soft and wavy, cleanses the scalp completely and greatly stimulates the hair growth. The only drawback is that starch seems rather expensive. It comes to the chemist only in sealed ¼ lb. packages, which retail at half-a-crown. However, as this is sufficient for twenty-five or thirty shampoos, it really works out very cheaply in the end.

Blackheads, Oily Pores, etc.

A unique new method instantly removes and corrects them.

The new sparkling face-bath treatment rids the skin of blackheads, oiliness and enlarged pores almost instantly. It is perfectly harmless, pleasant and immediately effective. All you have to do is to drop a styrol tablet, obtained from the chemist, in a glass of hot water, and after the resulting effervescence has subsided and the affected portions of the face freely with the liquid. When you dry the face you will find that the blackheads come right off on the towel, the large pores contract and efface themselves and the skin is all gone, leaving the skin smooth, soft, and cool. This treatment should be repeated a few times at intervals of several days in order to make sure that the result shall be permanent.

Grey Hair Unnecessary.

A simple, old-fashioned home-made lotion that will restore the colour of youth.

One need not resort to the very questionable expedient of hair dye in order not to have grey hair. The grey hair can easily be changed back to a natural colour in a few days time merely by the application of a simple, old-fashioned and perfectly harmless home-made lotion. Procure from your chemist two ounces of tannin concentrate and mix it with three ounces of bay rum. Apply this to the hair a few times with a small sponge and you will soon have the pleasure of seeing your grey hair gradually darkening to the desired shade. The lotion is pleasant, not sticky or greasy, and does not injure the hair in any way.

Discourses Of A Scientist

BY EDGAR LUCIEN LARKIN

(Editor of Mount Lowe Observatory)

As I write I am holding radium in my left hand; it is the most wonderful kind of matter known. The atom contains eighty-eight electrons, and they are now leaving the mass of radium bromide at a rate of 500 per second; and the New York Radium Company guarantees that it will so radiate during fifteen years. This matter was not created; it was formed. Only electrons need to have been created so far as science can know in the beginning.

This leads to one of the most wonderful ideas that ever entered the mind of man. These ideas are: Electrons either know of themselves how, when and where to count out themselves and start revolution to form atoms of matter, or are directed how to count, assemble and move. The first process is activity; the second directivity. In both cases the process is mental. If activity reigns, mind is inside of electrons; if directivity, then mind is outside of electrons, but immediately adjacent. For let humans count 99, 99 or, say, 88 separate bodies, and they will make mistakes. But the Master hath not made error. All who have read my articles written since the discovery of radium by Madame Curie in December, 1899, know that I have written in favor of directivity, for there is a magnificent Master Creative Mind. The structures of all of the now known 92 atoms are different.

The inconceivable quantity of matter now stored in three billion colossal suns may almost be ignored in comparison with the mighty universe. Robert Andrews Millikan isolated one electron in 1911, weighed it and thus started the entire scientific world. The

diameter of an electron, or, rather, its field of force, is so excessively minute that a row of them one inch long, side by side in contact—impossible by humans, as they are electricity and repel—would contain 6,350,000,000,000. And nothing exists but electrons.

Valenciennes Lace

It was in 1665 that the manufacture of lace now known as Valenciennes was begun at Ypres, and with other cities and towns and hamlets in Flanders the clack of the bobbins and the chatter of the lacemakers may once more be heard.

Many a little village is re-establishing its industry and is finding as ready a market as it did before the war. Flemish laces have always been favorites in England from the time when Henry VIII. in 1546 made a present of "kerchiefs fringed with Flemish work" to "his verie deare wife," Catherine Parr.

Lacemaking was part of the education of women in the low countries in the latter part of the fifteenth century, and Charles V. ordered it to be taught in the schools, but in 1660 it was not only a flourishing industry in Belgium, but with the approval of Louis XIV. a Manufacture Royale de Dentelles was founded and lace makers from Flanders were brought to France, as Flemish lace was even more sought after than Italian lace. It was at this time that some of the most famous "points" first appeared and were developed.

The "point de Bruxelles," which is made with the needle and "Blinche" lace, the queen of all pillow lace, as well as "point d'Angleterre," in which pillow and needlework are mingled, all enhanced the reputation of the Flemish designers.—*Christian Science Monitor.*

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P. 128 Nanking Road





AUTOMOBILES



SHANGHAI, SUNDAY, AUGUST 29, 1920

PINE WASTE IS DISTILLED INTO FUEL FOR MOTOR

Nine Tanks Of 4,000 Gallons
Each Filled With Material
And Operation Starts

C. P. C. IS PIONEER

Arrangements Made With Sec-
ond Concern To Supply
Part Of Mush Required

Manufacture of motor fuel from pine-apple waste on the island of Oahu has commenced, says the Honolulu Advertiser. The new plant of the California Packing Corporation is in operation, all preliminary arrangements having been previously completed and requirements complied with. They included arrangements for the use of the Foster formula, as in use at the Maui Agricultural Company's fuel distillery plant at Pala and the filling of a bond to the government in \$300,000 providing for the manufacture of alcohol for non-beverage purposes.

Manufacture will be on a considerable scale as is shown from the fact that there are nine tanks each containing 4,000 gallons of waste. It is reported that the California concern has contracted with the Hawaiian Fruit Packers Ltd., for a quantity of the waste from its plant. Some time since it was announced that it is not the intention of the California Packing Corporation to embark upon fuel manufacture on a large commercial scale in competition with the big oil companies but the plant which has started in a measure a first unit and from it a large expansion can be carried on.

For more than two years molasses has been manufactured into motor fuel at Pala, the Maui Agricultural Company make enough to meet its own needs. During the war period it was shown that manufacture of molasses into motor fuel was more profitable than burning for furnace fuel, manufacture of potash or selling to the mainland market. Since the war, however, the market price of molasses has risen and it is said that at present

INDOOR SPORTS



INDOOR SPORTS
WASHING UP THE OLD
FLINNEL JUST BEFORE
YOU START ON A
TOUR OF THE MOUNTAINS.

price plantations which are located so they can load into vessels and do not have to transport to the carrier vessels nor ship in drums, can market more profitably than manufacture into fuel. At this year's molasses price, it is said, gasoline would have to be selling at 30 cents to make fuel manufacture profitable to such plantations.

The element of market value to the waste, however, does not enter into the manufacturing costs of the California Packers for the pineapple waste has no such market value as has molasses.

Cuts Neglected Often Lead To Ruin Of Tires

"Cuts in casings, if allowed to go without proper attention, soon form what are known as blisters, which usually cause blowouts in a tire that is otherwise good for many hundreds of miles of wear," remarks the agent for Federal Tires.

"The little time it takes for an examination of tires may be worth many times the effort involved. Frequently cuts have not penetrat-

ed the fabric. In such cases tread gum, properly applied, will make a casing as good as new.

"But if allowed to go without attention, sand and water work into these cuts, lodge between the fabric and the protective covering, forming blisters. A serious mistake is to repair cuts which have penetrated to the fabric by cementing repair fabric in the casing. In almost every case the patch works into the fabric, finally ruining the tire.

"The cheapest and best way in the long run is to have an expert tire-repairman do the work."

TIGHTENING TERMINALS

Truck drivers should be taught that, while it is necessary that connection between the spark plug and the secondary terminal should be tight, it is dangerous to use pliers for tightening. When a tool is used for making this connection tight it frequently happens that the porcelain is broken or the entire core of the plug is twisted around, so that the distance between the sparking point is sufficiently altered to affect the travel of the spark, and missing follows.

SPECIAL TUBE FOR CORD TIRE MEANS LONGER SERVICE

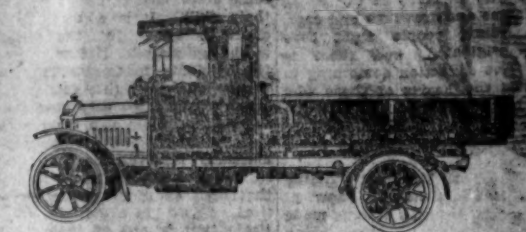
Buying Public Better Educated As To Casings Than Tube By Advertising

"The power of publicity is shown by the increased demand for large cord tires," says a tire expert. "For a number of years all tire manufacturers have been expending large sums of money in magazine and newspaper publicity. The riding public has gradually become convinced that over size cords mean increased tire mileage. Tube equipment, however, has only in rare instances kept pace with tire development—the usual practice being to use a half size larger tube in cords.

"But with the advent of the heavy duty cord pneumatic for trucks, the Miller Rubber Company began building special tubes for cord tires in its Akron factories. In the laboratories the great difference between the outer and inner circumference of the big truck size pneumatic was noted. The problem was to prevent the wrinkling of the tube's inner circumference and the excessive stretching of its outer circumference.

"The solution was found in building cord type tubes on horse shoe mandrels. In other words, tubes were built on circular mandrels to conform to the shape of the tire-taking into account this difference between the outer and inner circumference of the cord as well as the greater volume size. It was also found that the circumference or the size of the tube was more important to its life than its thickness.

"The laminated method of construction now commonly used by manufacturers since the discard of the old molded method, has always been used in the company's factories. Tube manufacturers have found in experimenting with rubber that due to its vegetable composition it is porous and leaks air through a myriad small pin holes. To prevent this air leakage, tubes are built, layer upon layer, ply upon ply, of new live rubber, vulcanized together."



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MOTOR DRIVING MATTER OF FORM AS IN GOLF GAME

Proper Manipulation Of Auto
Important—General Rules
Adaptable

The art of motor driving, like the game of golf, is a matter of form, says the Central Garage manager, Mr. C. J. White, local agent for the Overland.

Best motor car owners are to interpret the statement, however, as meaning that one must follow a set of hard and fast rules. The same general impression is in the mind of the beginner in golf.

Form does not mean that every driver must drive the same way. The rules themselves must put the operation in a way that will accommodate the physical possibilities of the driver.

An instructor may tell the beginner just how he should grip the wheel, just how high he should sit, how to hold the steering wheel, how to be a long-armed driver and how to be a short-armed driver, how to be most efficient in that physical position. A short-armed driver, however, would be ill at ease—making driving a bit of hard work rather than pleasure if he should attempt to do the same thing.

The motorist should first learn what is the right thing to do in handling the wheel, shifting gears and applying the brakes. He should study thoroughly the rules desired and then adopt a method of getting the results which best suit his own physical condition. Good driving keeps money in the automobile pocket.

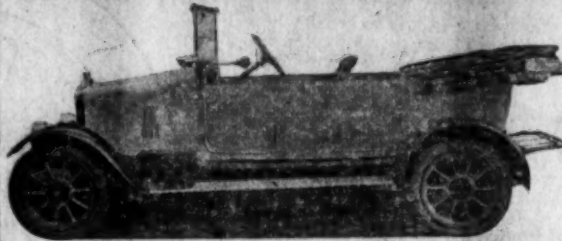
Many stops and starts prevent unusual strain on the motor service, transmissions, axle and tires. It is a mention a decrease in the consumption of gasoline and oil.

A well-made motor is a sensitive piece of mechanism—it resents abuse but it is capable of attaining great results when thinking is handled. Starting a motor car is a simple art, although there are thousands who never really acquire it because of their lack of form. An expert driver begins to set up a steady pull on the driving mechanism from the moment he gets into first speed until his car is under full headway.

Learn to accelerate simultaneously with the letting in of the clutch.

As soon as you have the car in high speed, assume a natural, comfortable position. The Overland

New British Light-Weight Car



The above is the new Standard five-seater, the pioneer of British post-war motor cars. The car is beautifully finished, and is fitted with almost every conceivable modern appliance for increasing the comfort and security of motorists.

The Shanghai Garage Company.

Ltd. has recently disposed of several of these cars, which may now be seen in and around the Settlements.

It is truly a light-weight car, for the total weight with tanks empty is only 15 cwt. The cost, unless labor conditions have necessitated an increase, is \$245, delivered at the company's works in Coventry.

'Horse Sense'

Twelve years ago gasoline sold for 6 cents a gallon. A Traffic Cop makes gasoline money go farther.

In 1896 there were only 4 automobiles in the United States—now there are 7,000,000.

With \$633,000,000 available for good road work in 1920, the Government is urging the early letting of road contracts for the year. This sum is more than four times the amount estimated in 1919.

Motor-driven vehicles in the United States represent in the form of energy 15,000,000 horse-power, against 45,000,000 in steam, water and stationary gas engines combined. It is estimated that there is on 15,000,000 horse-power available from all the horses in the United States.

Edison made the burning of candles for lighting an expensive luxury. Trucks have made hauling with terms unprofitable.

Clutch Riding

One of the most expensive mistakes made by motor truck drivers is "clutch riding"—that is, slipping the clutch a little by holding the foot continually against the pedal. When the truck is under heavy load and the clutch is slipped in this way the discs get very hot and the clutch does not hold as well as when the plates are allowed to cool off by slowing down the engine. If the clutch is engaged suddenly when the engine is running at high speed heating and warping of the steel discs results and the copper rivets raised above asbestos facings, causing chattering and poor operation.

STRETCHED CASINGS

After a casing has been long in use stretching sometimes results, so that it takes longer to inflate. A stretched tire should not be pumped too tight, and incidentally it is better to fit such tires with an inner lining, as this will add many miles to their useful life.

SPRING WIRE

The car owner who does considerable of his own repair work will find a spool of spring wire a great convenience. When a spring is needed it is a simple matter to wind the wire around a bolt and then stretch the spring to the proper length.

Ten Million Automobiles Are Being Used This Year

In connection with the investigation made by the Senate Chamber of Commerce staff into the gasoline shortage on the Pacific coast, the report of the American Petroleum Institute on the production, consumption, competition and demand was submitted.

The report states that in 1918, 376,589,835 barrels of crude were run through the refineries of the United States and produced 22 percent of gasoline.

In 1919, 407,282,769 barrels were refined, producing 23 percent of gasoline.

In the two years there were produced 7,528,170,059 gallons, or there was an average of 550 gallons per year available to each car of the total number of cars registered during the two years.

It is estimated that there will be 9,983,548 automobiles in use in the United States in 1920.

Observing the ratios given above,

it is obvious that if each car is to have available 550 gallons per year there must be run through the stills in the United States a total of 5,385,563,531 barrels of crude oil, an increase of 86,230,762 barrels over 1919. Obviously we are neither producing nor importing such an enormous amount.

It is estimated that there will be 12,000,000 automobiles in the United States in 1921. Observing the same ratios, it will be necessary to run 713,425,000 barrels of crude oil through the stills of the United States, or 1,964,597 barrels per day. (The still capacity on January 1, 1920, was 1,530,565 barrels per day).

This would require an increase of nearly 100 percent in the quantity of crude over 1919; whereas the crude production of the United States in 1919 showed an increase of only 71 percent over the total for 1911.

It is hot. As a matter of fact the entire body finish will be better preserved if it is wiped off after coming in from a rainstorm.

USE FOR BUTTON HOOK

An ordinary button hook is a mighty useful addition to any motorist's tool kit. This little

weapon serves all sorts of useful ends, for fishing small items out of inaccessible corners for pulling cotter pins, etc.

HUDSON CHOSEN OFFICIAL MOTOR OF U. S. SENATE

First Car Ever Bought By
American Lawmakers Is
Super-Six

Mr. R. A. Hutchinson, manager of the Hurdford Garage, Hudson, Essex and Ford distributors, has received word of the purchase by the United States Senate of a Hudson Super-six motor car. This is the first car ever purchased by the Senate. It was not until the Hudson car had shown its superiority over many costlier machines that it was chosen.

It is understood that the new car has given such satisfaction to the senators that five others are to be ordered at once.

POLISHING BOARD

A car owner who performs his own work recently invented an admirable bit of equipment that deserves to be better known. This is a board with two clamps, one of each end. Abrasive paper or cloth of appropriate quality is slipped under these clamps, and it is then possible to polish any small object on the board by rubbing it briskly over the abrasive surface with an oscillating movement.

CRANKING TRUCK MOTOR

Before cranking the engine, the driver of a motor truck should be sure the spark lever is fully retarded and that the gears are in neutral. If it is attempted to crank the engine with the spark lever advanced, the chances are that the engine will back-fire, possibly resulting in a broken arm. Furthermore, if the driver succeeds in cranking his engine when it is in gear it may start and run over him and be the cause of considerable damage to the truck and other property as well.

It pays to be on the safe side when the cost of taking a chance means possibly damage suits of two kinds—one of injury to the driver and the other on account of property damage of one sort or another. There have been cases where damage suits have arisen from injuries to outside persons other than the driver, all because this rule was not obeyed.

HOOD FINISH

The hood of the car is most likely to suffer damage before the rest of the body finish. This is true because of its being exposed to heat from the engine. Part of this trouble can be obviated by fitting an asbestos lining inside the hood. However that may be the car owner may help things by wiping off the hood carefully after it has been exposed to the rain. Rain tends to spot the finish of the hood because

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The Chalmers "Six" has always been known as an unusual car. Even at the birth of motor cars it was considered a product of the master builder.

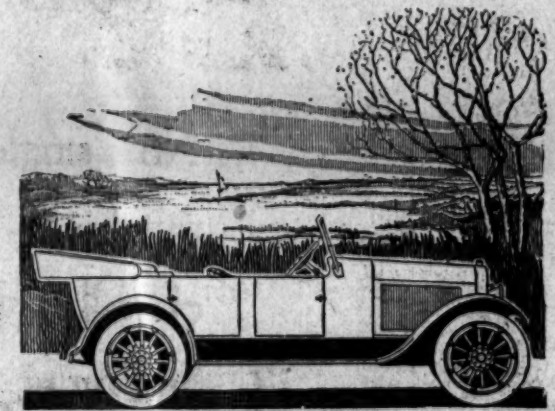
Time has but raised it in the estimation of the world. And today the new model represents the evolution of progress in motor car building. The feature of its construction is the famous "Hot Spot and Ram's Horn" engine. The hot gases of the exhaust play upon the "Hot Spot" and heat the fuel on its way to the cylinders, rendering it easily combustible.

Right hand drive; complete appointments; magneto equipment; two-unit electrical system.

CHALMERS MOTOR CAR COMPANY

EXPORT DIVISION

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TRUCK SERVICE ALWAYS FIRST



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21, Foochow Road

Detroit Automobile Club Is After Motor Thieves

Energetic action is being taken by the Detroit Automobile Club to curb the evil of motor car thefts. It has been a hard job for some time. It was found that certain judges were inclined to look upon automobile thievery in a lenient manner. The club officials, however, have tackled this serious problem in a determined manner, just as they did the drivers' license law with its \$100 fine perpetual until revocation for cause, the benefits of which were explained in The New York Times a few weeks ago. The law is now in effect throughout the State of Michigan.

What Detroit has done in making it hard for the motor thief was described in a very illuminating talk by E. N. Hines, President of the Detroit Automobile Club, at the recent annual meeting of the American Automobile Association in this city. The adoption of this statewide license law was the first step in coping with the automobile theft evil. Detroit has the unenviable distinction, he mentioned, of having more automobiles stolen than any other section of the country. The motor car registrations in Wayne County last year were 96,283. This year the number is expected to exceed 125,000. There are regular organized gangs that keep books, employ attorneys, have service stations and agents in driveway men, repairmen, garages, other cities and are so bold that they telegraph in to the various gangs asking for particular cars. Motor thefts in Detroit now average eleven a day.

INCREASES POLICE POWER

The driver's licensing law, said Mr. Hines, gives the police the right to stop any one at any time and to demand that he show his card, and we find that it is a material factor in taking up some of the motor-car thieves.

The question as we see it is not so much one of getting new laws as it is in enforcing the laws that we have.

"Our great difficulty has been in our courts. We have a Recorder's Court, or did have, and a police court. The alleged thief was taken first before the police court and arraigned and bound over to the Recorder's Court for trial and let out on bail and the usual procedure was that was the end of it. One of the two judges in the Recorder's Court stated that stealing an automobile was a good deal like a boy stealing apples and that there were those in the city of Detroit, namely, the Detroit Automobile Club, who placed property rights before human rights and he did not intend to put the brand of a criminal on any young man who got away with a motor car. We took his list of cases and printed them as paid advertising in all the daily papers and published them without comment. The Judge hailed us into court and said that we had an opportunity to apologize or be cited for contempt. We told him we stood pat and there was not going to be any apologizing. We continued to print those advertisements for eight or nine months. In the past four months we have succeeded in putting sixty-four fellows in the Jackson prison or the House of Correction on terms ranging from five months to five years.

GOT OUT PETITIONS

We next circulated initiatory petitions to raise the status of the police court to that of the Recorder's Court, putting the price of two police judges on the same plane as the Recorder. At the April election we succeeded by a vote of over three to one in a vote of 125,000 in creating what we called this court reform bill, and we now have seven judges on the bench where we formerly had two in the Recorder's Court and we have men who have some concept of property rights. One of the new men was made the presiding Judge and he assigns the work to the various judges, and he is creating what in the future will be a traffic court.

"In addition to trying to keep the court and the Police Department and the prosecuting attorney's office co-ordinating and co-operating in an effective manner we have arranged with the State constabulary to put details of officers in and around Detroit and the so-called Dixie Highway. There are only two outlets out

of Michigan on the south, and it is necessary to cross a bridge there. We are in direct communication with these details around Detroit. Each hour the Detroit Automobile Club gets reports from cars that are stolen and the information is relayed immediately to the State constabulary and they are asked to look for the specified car. A few days after we had this proposition established an eight-cylinder car was stolen. The information was relayed to the State constabulary at Rockwood and when the first one of the type came along they put the chain across the bridge. The car stopped and three fellows started to beat it across the field. Both sides drew guns and took a few pot shots. The police got two of them and discovered that they had a tonneau full of whiskey. There were fifty-seven bullet holes in the tonneau. It was not the stolen car we were after, but another.

KEEP MAN IN COURT

"We have a man steadily in court, and when some young fellow is up for parole we don't say that the parole system is wrong; we don't suggest that the parole system is wrong. We believe in some cases it is desirable that they should be paroled. It has been rather overdone, however, in our particular neck of the woods and we have a man in court who listens to the evidence.

"In addition we are digging up information on the operation of these gangs. I am not at liberty to discuss this because, while New York is a considerable way from Detroit, yet the ramifications of these gangs are quite widespread and it might result in drying up some of our sources of information. Just before I came away from Detroit one of these gangs was—including six men with thirty-one stolen cars in their possession—apprehended. We have also been active in the Federal court. We got our first conviction recently and that was a bad day for motor-car thieves, because on the day which we got the first man for interstate traffic in stolen cars the Federal Judge announced his policy and he sentenced the first fellow for three years. In the Circuit Court, which is not a criminal court, except to the extent that it acts in cases that come before it from outside of the city, a motor-car thief got three years, and in the Recorder's Court there were six fellows that got from one to ten years, with the recommendation of three and some of them five years.

"We believe we are making some impression and that the organized gangs and the joy riders, so called, whom we call thieves, are in a fair way to be suppressed. We do know from the experience of other courts that swift punishment does stop motor-car thefts."

USE OF BRAKE

An automobile has three brakes, but the average motorist only uses two. If you are going down a steep hill, slide your gears in second and cut off the spark and the hill will have no terrors for you. Shut off your motor and put your gears in second as you cross the ridge. Don't drive in second. Shut off the spark if the throttle will not close. If you have a "six" you gain six compression brakes, and your motor cools in addition to the brakeage secured. If necessary, a gentle touch of the service brake now and then will generally hold you on the steepest hill.

FILL SMALL TIRE TEARS

A small tire tear should be filled with putty and a large one should be vulcanized. Careful use of the tire will add hundreds of miles to their lives.

POSTPONE TRUCK TEST

The national motor truck reliability contest planned to cover a large section of Middle West in June and July has been indefinitely postponed. The committee states that as the material and freight car situations stand today it would be almost impossible for some of the Eastern manufacturers to get their trucks to Omaha in time for the starting date. It would be hardly fair to ask manufacturers to drive their trucks overland 1,000 or 1,500 miles and then enter in competition with trucks sent to Omaha by freight. This would mean adding a handicap of many miles to the trucks, which through lack of railroad equipment were obliged to reach Omaha on their own power.

It is said that if conditions readjust themselves satisfactorily the contest may be held in the Fall.

PISTON GROOVE CLEANER

An excellent tool for cleaning carbon out of piston grooves may be made by grinding down a piece of broken piston ring of the proper size, so that it has a cutting edge such as a chisel has. This tool fits exactly in the groove and cleans it out perfectly.

REMOVING VALVE CORE

Here is a method of removing the broken core of a tire valve. A better pin small enough to enter the valve is pushed down into the chamber, the legs straddling the valve pin. A small washer, through which the pin has been threaded, is forced down so that it squeezes the legs together, thus gripping the pin. A nail slipped through the eye of the cotter pin, acts as a handle to pull it out by.

FRANKLIN PRODUCTION

Despite difficulties encountered by shortage of raw material following the strike in the auto industry, the Franklin Automobile Company of Syracuse reports, says Walter Beall, sales manager for the Schuman Carriage Co., local agent for the Franklin, that 53 finished cars are being turned out daily.

AS TO NUTS

Castellated nuts have a way of tightening up between notches. If the nut is screwed up to the notch ahead it is too tight, while the notch back is too loose. This trouble can be cured by a careful filing of the face of the nut so that it can be screwed to the notch ahead.



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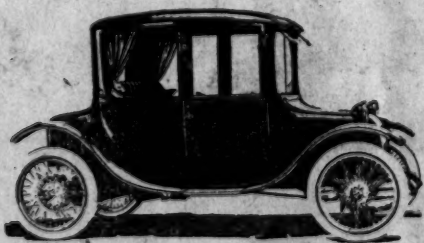
TO obtain real cycling pleasure the mount selected must be thoroughly reliable. Triumph cycles are built by experts using only the best materials, quality being the essential feature in their manufacture.

MOTOR OR CYCLE CATALOGUE FREE.

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How long does a battery last in a Milburn?

That is a question which is frequently asked us.

Well, there are several right now in Shanghai that have been in service for over a year and a half and are still going strong.

When those parts which are subject to wear, such as lead plates, begin to deteriorate, they can be renewed at a slight cost without the necessity of purchasing new batteries.

The small upkeep on a Milburn Electric together with the low cost of operation makes it the most economical car for Shanghai.

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DODGE BROTHERS MOTOR CAR

It is owned by many who can afford to pay anything they wish for the things they use.

It is always bought because of its known value and its after economies.

The gasoline consumption is unusually low.
The tire mileage is unusually high.

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TWO MEN IN JAIL IN TRUNK MURDER

Chicago Salesman Arrested And Birmingham, Ala., Linotype Operator Surrenders

VICTIM PARTLY IDENTIFIED

Alabama Man Believes She Is Katherine Jackson Of Starkville, Miss.

Chicago, July 25.—Roy Mellen, 29 years old, a salesman, was arrested today at the Banger Hotel, Michigan Avenue and Eighteenth Street, in connection with the Detroit trunk murder mystery. The Chicago police think he may be the mysterious "E. Leroy," who is suspected of shipping the trunk containing the girl's body to New York.

Mellen, the police say, is known also by the name of Leroy. According to information furnished by an unnamed "tipster" to the police, Mellen, who was married, was the owner of a Buick auto, sent his wife to Detroit the latter part of March or first part of April. For some time after that, according to police information, Mellen made frequent trips to resorts at Burnham. In the latter part of April or first of May, the story continued, Mellen and a girl left the city, ostensibly for Detroit, in Mellen's car. Since that time, it is said, the whereabouts of the girl has been unknown. Mellen, however, returned to Chicago with his wife July 19.

Mellen's trunks seized. Mellen when taken into custody was not told of the nature of the charge on which he is being investigated. Tonight he had from no indication that he was the person sought.

Lieutenant Hughes and Detective Sergeant Charles McShane went to the hotel and seized Mellen's trunk and personal effects this evening. These will be thoroughly examined. At the bureau of identification no record of Mellen was found. Telephone and telegraph messages to Detroit brought a request from the police there to hold him for further investigation.

Mellen told police he was a hosiery salesman and visited Detroit frequently to see relatives living at Romeo, Mich., about four miles from Detroit. He was there a month ago, he said. The trunk bears several express labels, one showing it was shipped from Romeo, Mich., to Chicago July 17, consigned to R. H. Mellen, at the hotel where Mellen was arrested. Another label shows it was received by "H. H. Mellen" at Romeo, Mich., April 12, of this year. At midnight, Mrs. Mellen, who also has been staying at the hotel, had not been found.

Mellen volunteered the information to Police Lieutenant Hughes that he left here "two months ago" to go to Detroit and from there went to Romeo, Mich., his home.

Tatum surrenders. Detroit, July 25.—Allan A. Tatum, whose name appears on the shipping bills of the New York-Detroit murder trunk, and also on an attached tag, is in custody in Birmingham, Ala. He surrendered voluntarily, and will be taken to Detroit.

Tatum, a linotype operator, walked into Birmingham Police Headquarters Saturday and told detectives he believed the woman whose mutilated body was found in the trunk shipped from Detroit June 10 and found in New York last Friday morning was Katherine Jackson, originally of Starkville, Miss.

He denied emphatically that he had anything to do with the crime, admitting knowing Eugene Leroy, who, he said, was a mechanical engineer with some automobile company, and told of a visit made him at the Park Hotel, this city, by the Jackson woman. She went at times by the name of Katherine Dixon, according to Tatum.

Tatum said he could not explain the use of his name on the shipping bills, but believed it was done to divert suspicion from the real murderer by offering a false lead.

His acquaintance with the Jackson woman began in Birmingham in June, 1919. Two months later she went to Nashville, Tenn. He corresponded with her. In Detroit she came to him, and wrote him from this city on stationery of the Interurban Hotel. She asked for money, and Tatum says he sent her some.

GIVE LETTERS TO POLICE. The Interurban Hotel records Sunday disclosed a Katherine Jackson of Nashville, registering on the afternoon of October 30, 1919. She was assigned to Room 114. The length of her stay could not be learned with accuracy, but Room 114 showed no change on the register for two weeks or more.

Tatum says he did not hear from the Jackson woman again until April of this year, when, he says, she invited him to Detroit. He arrived in May, registering at the Park Hotel on the 5th. Not having her address, he wrote her in care of general delivery. She called on him at the Park, accompanied by a Mrs. Trumbull, according to Tatum. It was in Detroit, he said, he first learned she was married. She said something about medical treatment she was receiving at the offices of the Detroit Board of Health. Tatum said:

He handed over to the Birmingham authorities several letters, said to have been written by the Jackson woman to Tatum, in which she calls him "Daddy," and uses endearing language. She was a brunette and 19 or 20 years old, Tatum says.

OFFERS TO RETURN. Tatum said he never visited the apartment house at 105 Harper Avenue, from which the murder trunk apparently was sent, that he never met S. E. G. Brooks, manager of the building; that he was willing to return to Detroit to face Mrs. Brooks or any one else, and that he had heard nothing of the Jackson woman after June 4 or 5. Tatum says he left Detroit for Birmingham June 20.

Nothing was said in despatches of the nature of the sickness for which the Jackson woman was receiving treatment at the Board of Health, and access to the Department's records could not be had Sunday.

Detroit and New York police are now hunting for a man of medium build, dark complexion and shiny black hair. The man wanted also wears sporty clothes and is frequently in the company of women.

The police advance the theory that if the trunk forwarded to Detroit by a New York expressman was one of the two which Mrs. Brooks says she saw going out from the "Leroy" apartment in June, it is possible that the second trunk contained the heart, lungs and other parts of the body and likely was shipped to some other fictitious address where it is lying unclaimed. They are trying to locate it.

An angle presented by the suspicion that the murdered woman might be Katherine Dixon, 20 years old, of Canonsburg, Pa., who disappeared some time ago, lost importance when the police of Washington, Pa., learned that Miss Dan's relatives had received a letter from her several days after the murder trunk reached New York.

SEES CHECK AS CLUE. New York, July 26.—In the solution of the mystery that grew out of the discovery here last Friday of the mutilated body of an unidentified young woman in a trunk, a canceled check for \$6.73 which Andrew J. Brancie, expressman, of 213 West Thirty-fifth Street showed newspapermen yesterday may play an important part.

Brancie exhibited it as evidence to support his circumstantial story, which indicates that the man who shipped the trunk from Detroit on June 10 either was a man he had known since October, 1918, as O. J. Fernandez, or was some one who knew Fernandez intimately.

The country-wide search for Fernandez and his friend, Joseph Yanez, continued without results so far as could be learned here. For although the police never would have heard Brancie's story if Brancie had not read the accounts in newspapers, the police continued to refuse information to newspapermen. When asked if a general alarm had been sent out for Fernandez and Yanez, the police replied that they would divulge nothing that might help a guilty person to escape.

As it is, whoever did ship the trunk has had since June 11, at the least, to escape. And of course there was plenty of time to sail for a foreign port.

BRANCIE ELABORATES. In connection with the check, Brancie amplified his tale, already told the police, on which he bases his conviction of the identity of the consigner of the death trunk. He has no doubt himself that the "E. Leroy" who left the apartment house at 105 Harper Avenue, Detroit, about the middle of June, saying that he was going to join his wife (who hadn't been seen to leave) was the same

"E. Le Roy" whose indorsement appears on the back of the check. It will be recalled that the trunk, which arrived here June 12, purported to come from "E. E. Tatum, 105 Harper Avenue, Detroit," and that a few days later Brancie received a letter dated Detroit, June 11, the day after shipment, and signed "E. E. Tatum," asking him to call for the trunk and hold it until called for.

Brancie said yesterday that he couldn't understand why he didn't get the trunk, unless it was his extreme good fortune. He went twice to the "On hand" department of the American Railway Express Company's warehouse, 228 East Forty-fourth Street, where the gruesome contents finally were discovered, but was told that there was no such article of baggage. Nevertheless, express company records show the trunk was removed to the "On hand" department on June 17, four days after its arrival.

INITIALS ON TRUNK CHANGED. The check, upon which so much importance now is placed, was drawn on the Pennsylvania station branch of the Corn Exchange Bank by Brancie, payable to "E. Le Roy" in a large, studied hand, with many flourishes. Beneath the signature is the stamp of the Detroit Y. M. C. A., where it was cashed.

"This man was known to me as O. J. Fernandez until last summer," Brancie said, "when Joseph Yanez came to me and said that Fernandez had been arrested under the name of 'Q. J. Woods' in connection with the death of somebody in an auto accident between Conkey Island and New York."

"On July 10 last year Fernandez left with me a fine, big wardrobe trunk on which he had stenciled the initials 'O. J. W.' He borrowed \$20 from me at the same time to help him out of the auto scrape and to get him out of New York."

"That Fall he went first to Toledo, and then to Detroit. During that time he sent back to me \$10 of the \$20. I got a letter from him in Detroit on December 25.

On January 7 this year he wrote asking me to send him the trunk in care of the Y. M. C. A. in Detroit. In the letter he instructed me to have the initials 'O. J. W.' erased, and to address the trunk to 'E. Le Roy.' He enclosed a check for \$25, and told me to return any change due, after deducting the express charges for the trunk, storage charges and the \$10 he still owed me from the \$20 loan.

"I sent the trunk as directed, and also this check for \$6.73. See, it is dated January 7. Some days later I received a letter from him asking why I hadn't sent the trunk and check. Meanwhile the check had been returned by the Detroit Y. M. C. A. as 'not called for.'"

"I mailed the check to him again, and told him about its being returned. This time he called for it, and got both the letter and the trunk. I received the canceled check through my bank, stamped February 16 and 17."

"If I had gotten that trunk and had stored it in my warehouse, which is under my home, you can imagine the fix I would be in now," Brancie continued. "I would never have gotten over it. I don't know why, because of my kindness, I should have been used to help cloak a horrible crime, as this appears to be."

Brancie is eager to do everything in his power to help identify the body and discover the murderer or murderers. He amplified further his description of Fernandez, or Woods, by saying that he and Yanez both spoke English well, but with a slight accent, and that they usually spoke Spanish to each other. He said the assertion of Mrs. E. B. Brooks, manager of the Detroit apartment house, that "E. Le Roy" was a "nice man" bore out his conviction. He said that Fernandez was "polished, affable and agreeable," presented a most engaging appearance and boasted of his conquests with women.

"I heard both him and Yanez speak frequently of some city in South America," he said, "but I don't remember the name, or even the country. I have the strong opinion that both had been in this country for several years."

BELIEVES TATUM INNOCENT. The expressman said he didn't believe the Allan A. Tatum of Birmingham, Ala., mentioned in the news despatches, was the shipper of the trunk. He said he believed the real murderer had used the name "A. A. Tatum" to protect himself. The despatches stated that detectives were checking up on stories told by the Birmingham Tatum, who is a linotype operator.

The fact that the man's blue coat found in the trunk was purchased by the Browning-Fearnside Company, in Platts, Pa., was definitely established yesterday, according to statements of the Detroit police.

A telegram was received at the morgue yesterday, dated Hyde Park, Mass., and signed "Annie Kincher," which said:

"Girl answering description of girl found in trunk from Detroit missing from Hyde Park since March last. Please advise where body can be seen. Answer at once to 327 Wood Avenue, Hyde Park, Mass."

Michael Rickard, superintendent of the morgue, replied that the body still is at the morgue, and may be seen by any one for the purpose of establishing identity.

Brancie said he had never heard of Roy Mallet, who was arrested in Chicago last night in connection with the murder.

"I know nothing of Roy Mellen. I've never even heard of him," Brancie said.

ASKS DESCRIPTION. Moultrie, Ga., July 25.—Mrs. J. C. Butler of Saba City, near here, today telegraphed New York police for a description of the body of the young woman found there in a trunk shipped from Detroit. Mrs. Butler said her telegram was actuated by a belief that the woman may have

been her daughter. The description of the dead woman as contained in press despatches, Mrs. Butler said, corresponds closely to that of her daughter, who, he asserted, left Valdosta early in June and has not been heard from since. Mrs. Butler added that she had reason to believe her daughter went to Detroit.

VICTIM MAY BE YORK GIRL. York, Pa., July 25.—Mr. and Mrs. Jacob Ross of this city are making efforts to ascertain whether the body of the young woman found in a trunk in New York City is not that of Miss Mary Brady Hickey, daughter of the late John Hickey and Mrs. Jacob Ross. The girl left Valdosta three years ago and has not been heard of since. The description of the trunk body they believe tallies with Mrs. Jacob Ross's daughter, the prominent features mentioned especially interested the family.

Compact and Moisture-proof

Columbia Hot Shot Batteries

They are easier to connect, safer to use and more convenient to handle than a set of ordinary dry cells.

You don't have to bother connecting any cells together—there are only two connections necessary and the COLUMBIA HOT SHOT is ready for service.

Neither do you have to worry about broken and loose connections or internal short circuits when the COLUMBIA HOT SHOT is wired to the circuit.

Broken and loose connections are eliminated because the cells are permanently connected with strips of copper soldered between terminals. Short circuits are impossible, since all connections

as well as the cells, are imbedded in insulating compound. No cells can touch one another.

Besides the advantages already mentioned, COLUMBIA HOT SHOT BATTERY has the additional advantage of being moisture-proof.

It can be used in damp and wet climates without injury to service life. Just nothing for motor boats.

Use the strong, portable COLUMBIA HOT SHOT BATTERY for your motor, lorry, motor boat or gas engine, your dog bell or buzzer. It will give dependable service.

DEALERS—Immediate delivery can be made. Write for catalogue and details.

ANDERSEN, MEYER & CO., LTD.

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BOOBY HATCH

Simplest Thing In The World

By Berndt



Who Buys Autos On Time?

Who is this man who buys an automobile "on time"? Inquires the Salt Lake Tribune. He is a spendthrift joyrider turning his pockets inside out, impoverishing himself for months that he may get about the country endangering his own and others' lives? Or is he a conservative property owner with assets and an income that amply entitle him to credit in making purchases, who finds an automobile a necessity? Then that paper proceeds to answer its questions.

He is the second man classed in the above question. The first is the man as he is popularly imagined whenever the time buying of automobiles is mentioned in polite but uninformed society. Here are accurate facts on the matter on credit as he really is: He is over 35 years old. He has more than \$6,000 in real estate. He has more than \$275 a month income. He buys a \$1,044 car. He pays 44 percent in cash. He then pays 56 percent in ten months.

His monthly payments average only 30 percent of his income. **AND TO BUSINESS**

He is John Brown, wholesaler, who uses a roadster day in and day out, the year round calling on his customers in a 25 mile radius.

He is Dr. Thomas Smith whose coupe responds to the call of croup, chills, fever and accident day and night.

He is Alexander Green, traveling salesman, whose car knows every inch of every road in three states and makes no use of the frayed and bitten hitching post south of the dirty, expensive livery stable.

He is William Henry, contractor, who is at Elmwood Crest today and at Beechy Knoll tomorrow, inspecting building work, carrying prospective buyers, promising for new sites for American millions to live in.

He is John Hinks, baker, whose light truck carries bread and rolls from one end of the city to the other every day.

He is the modern grocery whose commercial car pays for itself in deliveries while the company pays for it.

He is the Acme Transfer company, whose fleet of trucks, the largest in Bingham, does 75 percent of the hauling in the city.

He is Bill Seeds, farmer, who uses his passenger car to get to

town, his truck to haul fertilizer one way and crops the other, and his tractor to cultivate the fields.

He is Joseph Heifer, dairyman, whose trucks meet the milk train every morning.

TO AND FROM TOWN

He is John W. Ticker, who rides back and forth from the office, carries his wife to market and his children to school, all in a being-paid-for sedan.

He is Alfred White, rural free delivery mail carrier, whose runabout takes him over the route in the morning, leaving the after-

noon free to study for the agricultural college.

He is George W. Haney, retired lawyer, whose chicken farm pays him 10 percent on his cash investment and 100 percent of enjoyment on the time he devotes to it.

He is Mr. Average, American plus, stable enough to deserve credit, conservative enough to employ it when he can, energetic and successful enough to make a properly incurred obligation an other stimulus to success.

STATISTICS REVEALED Such are the conclusions to be drawn from figures compiled by the statistical division of the General Motors Acceptance corpora-

tion, an automobile financing company now doing business at the rate of \$100,000,000 a year. By requiring a complete report on each maker of a note given in the purchase of an automobile on credit, the corporation has secured an immense amount of data. The first compilation made is for the six months between April 1 and September 30, 1919.

It is not too much to say that this is the most accurate classification of automobile users that it is possible to make. With more

than 7,000,000 cars in use, it is impossible to generalize an answer to the question "who runs an automobile, of any figures that would answer it would be too big and broad to be of value. Nor is there any class so willing to give full and complete information about itself as it that of the buyer on credit. Obviously, when a man asks for credit he must show himself as he is; at other times he is sure to show an entirely justifiable reluctance to answer questions about himself.

Son Killed Mother; Father Was Hanged

Canadian Confesses He Committed The Crime As Boy In 1912

Toronto, July 24.—Henry Love, a farm laborer, was hanged at Owen Sound, Ontario, on May 27, 1913, for murdering his wife. The evidence was purely circumstantial and the chief witness against the

man was his 14-year old son, Arnold Love.

Yesterday that son, now a man of 22 years, is in the Toronto jail following a confession that he slew his mother. His statement is guarded by Officials of the Ontario Attorney General's Department but it is rumored to be full of details as to the manner in which the crime was committed.

The confession was first made to the Rev. T. Sharpe, a revivalist, who was conducting a series of meetings at Ceylon, a little hamlet where Love has been living with a family to whose charge he was committed following the hanging of his father. After telling the Rev. Mr. Sharpe a part of his story the young man, it is reported, repeated it in the presence of the Rev. T. McCarden.

The two clergymen were so impressed by the tale that they brought Love here, where he is said to have again told his story in detail before Attorney General Haney and some of his assistants. He will probably be taken back to Owen Sound jail in the district where he resides and where he will have a preliminary hearing soon.

Lucille Love, the murdered woman, and her husband were deeply religious and the woman, it is asserted, showed symptoms of epilepsy, which were also displayed, it is said, by the son. On

December 9, 1912, she disappeared. The next day and subsequently Love and some neighbors searched for her. The husband was the first to discover her body in what had been intended to be a cellar under the kitchen of their house. The head had been battered in with an axe and the body was hacked and

Subsequently, owing to a number of conflicting statements, Love was arrested and put on trial. His story of concocting a story with his father that a suspicious and mysterious stranger had been around the house, from which Love claimed to have been absent all the day of the murder. The jury which found Love guilty was impressed by this part of the evidence.

Love maintained his innocence to the last, and wrote many rambling letters while awaiting execution, mostly strings of Scriptural quotations. On the scaffold, before the cap was put over his eyes, he said that in a few minutes he would meet his Maker as became an innocent man.

It is believed Love, if he sticks to his story, will be tried on a charge of murder and sentenced to a short term of imprisonment in view of his age at the time the crime was committed.

INCREASING MILEAGE 40% BY ADJUSTING BRAKES

A certain company used Goodyear Tires on their automobiles. They didn't think that careful attention to such things as brake adjustment could increase the uniformly satisfactory mileage of Goodyears. But they finally agreed to let their Goodyear Service Station Dealer inspect their tires regularly. Recently, they wrote: "Upon your advice we had the brakes of our cars carefully adjusted and we can say that it has increased the life of the tires at least forty per cent. Ask your Goodyear Dealer for Lesson 6 of the Goodyear Conservation Course—telling how to increase tire mileage by guarding against damage from brakes, car tracks, and chains."

The Goodyear Tire & Rubber Company

Not even the Goodyear All-Weather Tread can resist the wear caused by unequally adjusted brakes.

If one brake-band grips more tightly than the other, all the work of stopping the car falls on one tire.

The tread of that tire is violently rasped and scraped by road or pavement whenever the car is stopped. This rasping and scraping wears down the tread and shortens its life by many miles.

Stops can be made quicker and with greater safety if the brakes are equally adjusted; thus both wheels are used. Naturally there is less wear and tear on the tires.

Sometimes the difference of adjustment is enough to lock one wheel when the car is going down a steep grade, and the tread may then be rasped to the fabric by a quarter of a mile of fast going.

In such cases a Goodyear Strap-On Boot should be applied immediately to protect the body of the tire from moisture, grit and further wear.

By thus protecting the tire until it is permanently repaired, as much as a thousand miles, perhaps several thousand, may be saved.

Proper adjustment of brakes is one of a number of little things that save big tire bills. Another is the "truing up" of wheels—described in Lesson 1 of the Goodyear Conservation course.

Still others are the proper care of tread cuts, described in Lesson 2; proper inflation, described in Lesson 3; the repair of stone bruises, described in Lesson 4; and the proper care of tubes, described in Lesson 5.

Lesson 6, in addition to describing the injuries that result from unequally adjusted brakes, tells also about the costly damage to tires when they are run in car brakes.

Of course in every case where tire injuries are mentioned in these lessons, the cause is given, the result, and then a simple method of prevention and cure.

Ask your Goodyear Service Station Dealer for the six lessons of this complete course on tire care.

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Quest For Gasolene Takes New Channels

Shortage Stirs Chemists To Devise Ways Of Eking Out Nation's Supply—Substitutes Coming To The Front

Where shall we obtain gasolene or its power equivalent to run the cars of the future? Everybody is asking that these days, with gasolene in the 30s and going in the direction of the roaring 40s! Ten million automobiles will be rolling up mileage in the United States before the end of this year, according to the estimates of experts, but no matter how high the price of fuel goes there always seems to be plenty of persons who are willing to pay it. In the period from 1909 it is estimated that the number of cars and trucks in the country increased 1,700 percent. In the first of these years gasolene was being exploded and burned up by engines at the rate of 13,000,000 barrels a year, and nine years later the annual rate was 85,000,000 barrels, which is nearly 600 percent increase. According to official statistics, the production of petroleum from which the gasolene is distilled has gained only 95 percent.

QUESTION OF PRIORITY

"The ever increasing demand for gasolene and fuel oil," said Dr. George Otis Smith, director of the United States Geological Survey, in a recent address before the American Iron and Steel Institute, "is the outstanding feature of the oil situation, so that the question of priority must soon arise. With an estimate of 7,000,000,000 barrels of oil in the ground, and the 1920 consumption closely approaching half a billion barrels, this rapid pace cannot long be maintained."

When the petroleum industry in the United States was coming into its own after the civil war the gushers of Pennsylvania were considered to be doing their full duty if they produced a few millions of barrel. As late as 1870 the production was only 5,000,000 barrels of crude oil a year, and last year the scant supply, as it has been considered, was 250,000,000 barrels.

Even with all the gushers in the new fields of Texas and other regions in operation the need is not being met. Operators are turning more and more toward Mexico, and the quest for gasolene, for such it may be called because the light fluid is what is most desired these days in petroleum, is being carried into economies which in the flush days of Coal Oil Johnny would never have been within the dreams of the most saving.

MANY DISTILLATES

Petroleum is capable of being split up into many distillates, such as naphtha, benzine and gasolene, all of which were considered at one time of little or no account. Naphtha was once only a cent or so a gallon and was often thrown away. Gasolene was looked upon as a good cleaning fluid, and it served well as an illuminant for circus flares in the night performances. It lighted the street medicine vender by night on the village market lots, and performed the homeliest and humblest uses. The introduction of the explosive type of engine did much to bring about a new era for gasolene manufacture, and now it is hailed as a source of power.

The splitting up of the molecules through the processes of chemistry has been increasing the supply of gasolene somewhat. The so-called light oil which is used in the manufacture of illuminating gas was once only 5 or 6 cents a gallon. It was regarded as more or less of a by-product, which was regarded as the peculiar property of the gas companies, just as naphtha was in its time.

When it was found that it could be cracked further and gasolene got from it the gas companies and the automobile interests came into collision. Hence bitter words of gas presidents about the inconsiderate joy riders who go out of a Sunday to course upon the roads when they might better be going to church or playing golf. Twelve cents a gallon is a low price for the light oil, of which four and one-tenth gallons are required to enrich 1,000 feet of gas sold at even \$1, if the company is lucky. The automobilist, who is now playing 24 cents for gasolene and will probably give 40 cents before long, is a hard competitor for the gas companies to face.

CHEMISTS HUNT

The chemists are carrying the quest for gasolene still further by extracting the fluid from natural gas. There are four processes for accomplishing this feat, the one in most common use being the absorption method. This consists in bringing the natural gas in contact with a heavy mineral oil, which absorbs a portion of the hydrocarbons present in the vapor. When the mixture is heated a gas is liberated which condenses into a good quality of commercial gasolene.

As industry is dependent upon many factors in this country, the maker of carbon black is very much disturbed over these gasolene quests in natural gas, as he makes lampblack by collecting the soot from the burning of natural gas.

The National Committee on Natural Gas Conservation, in a

report published a few days ago, declares, however, "that in the interests of good conservation and good service, wherever expedient, all gasolene that can be commercially separated from natural gas shall be so separated before the gas is started for market."

PETROLEUM FROM SHALES

The derivation of petroleum from the oil shales of the Western country, such as Colorado, will tend to eke out the gasolene supply in the United States. The cry is still like that of Oliver Twist, however, and the authorities are becoming more and more concerned as to the ultimate outcome unless there is some check on the demand for motor fuel.

"The demand for gasolene," to quote the words of Dr. Smith again, "seems to obey no law of normal increase. In any weighing of the uses of petroleum certain changes of practice appear inevitable. The use of gasolene to serve our pleasure cannot go on unchecked—the joy ride is not the kind of 'pursuit of happiness' regarded as an 'unalienable right' by our Revolutionary Fathers."

With the demand for petroleum far exceeding the war time levels, which was reached when oil was used in enormous quantities for the navy and gasolene was helping in the movement of our armies in France, the Government is seriously considering steps for controlling the use of the commodity.

Just about the time stringent laws concerning the use of gasolene will have been enacted it may be found that after all motorists will be able to get along without any more gasolene, or with considerably less of it, by mixing it with something else. With gasolene soaring to the high places, alcohol may come in as an acceptable substitute. Denatured alcohol, warranted to make man curl up and die if taken as a beverage, makes a very acceptable motor fuel, either "simple of itself" or mixed with gasolene.

There is one preparation on the market consisting of alcohol and gasolene, which is being used by companies owning many trucks, on the ground that, although it is more expensive than gasolene, it is easy on the machinery. Alcohol can be produced to sell at approximately 50 cents a gallon in carload lots, or rather tank lots. There is another mixture, said to be distilled from vegetable matter, which is being recommended as a fuel.

It is not unlikely that the quest for gasolene may lead us to the still in the tropics, where there is plenty of lush and quickly growing vegetation which can be fermented, and thus made to yield alcohol. It is only a question of time when methods can be devised, in the opinion of experts, for utilizing alcohol in explosive engines. Some spirit motors are

doing very well, even in the present circumstances.

By using cheap alcohols derived from the sago palm and such vegetation in the tropical regions and by instituting suitable transportation facilities, there would be abundant opportunity to have a vegetable fuel from which much power could be obtained.

Mr. Smith sees, however, even in the note of alarm about gasolene an eventual economic good, for it will bring about, in his opinion, a serious consideration of the essential uses of petroleum.

"Oil was first used as an illuminant," he observes, "but today, whether in the kerosene lamp on the modern frontier or as gas oil to enrich the gas of the city, this use of the petroleum product is not increasing at the same scale as the industrial uses. In power generation oil takes on much larger economic values, whether as gasolene or fuel oil. The higher cost of coal in recent years has greatly stimulated the use of fuel oil under boilers."

"Prices also will eventually exert an automatic control on the use of oil products. Not only is the inadequate supply stimulating high cost production as well as regarding low cost operation, with unusual profits, but, however much we may desire low price gasolene we cannot wave aside the economic facts of supply and demand. High prices are here for crude oil and for every one of its products, and high prices will help to bring about a kind of economic survival. That use of oil which serve the greatest end will survive and business practice, public opinion, and even, if needed, governmental regulation, should work together to enforce obedience to this democratic rule of the greatest good to the greatest number. Plenty and cheapness have led to waste; scarcity and dearthness ought to promote thrift. It is a problem for the nation as well as for the individual plant to get larger value out of the higher cost oil."

PATCHING WIRES

Wires frequently develop small exposed places, on which tape does not seem to stay put. It is not always convenient to replace such wires altogether and the following method of patching may prove helpful: Dip a length of thread in shellac and then wind it very tightly around the bare spot. Continue layer on layer until the repair is a little larger than the insulation. Finally put a layer of shellac on the finished winding to serve as a sort of thread. This makes an oil tight repair, which is comparatively permanent.

MAXWELL WADES ON IN MUD HUB DEEP

Car Is Used As Pathfinder And Makes Good Under Strenuous Exactions

Truman Pierson, of St. Louis, general manager of the Mississippi River Scenic Highway, is making an extended tour over the route of the highway, despite the fact that road conditions in some places have made travel exceedingly difficult.

The following report has been received here:

"With mud in Illinois, Iowa and Missouri hub deep and more, with rain for days and days, our Maxwell car has not failed us yet and in its wonderful performance, we have decided to stick to her, even if she is a 1918 model, for she is going strong and is as full of 'pep' as any car I have seen. Tomorrow we will start on a little jaunt to New Orleans, back to Winnipeg, Canada, and then back to St. Louis, arriving there in October and covering 7,000 miles."

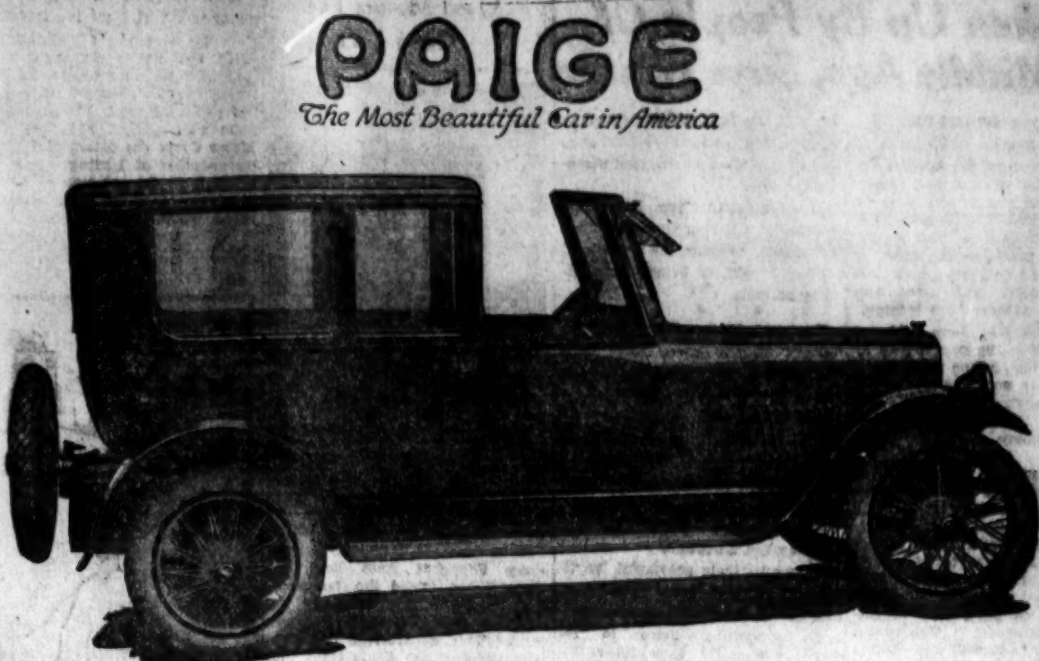
"I would rather tackle the trip in a Maxwell than any car I know of, for it will stand most anything. Recently it took us a week to cover 208 miles, the mud was so deep, but we have yet to see the time when we needed any power but our own to pull her through."

'Air Fords' Are Not Yet In Sight

The creation by one of the big rubber companies of a pony blimp or "flying car" has been hailed by some of the semi-wise as the beginning of an era when air travel will challenge earth travel. They assume to see a development akin to that of the Ford car in the motor world. It could of course be wonderful were it within the realm of reality but alas, it is not, nor will it be in this generation. England experienced the same visions and dismissed them.

A recent report on this subject from abroad places the minimum price of the small blimp at \$50,000. As against the \$500 charged for the first Ford the difference is appalling. Indeed, in spite of the wealth of the laborers are piling up day by day, and their courage in spending, few feel able to purchase "flying cars."

—India Rubber World.



The Town Car 6.55 7-passenger

Paige cars are built without compromise. They have never carried a fictitious price. Put your full trust in them.

Whether you choose the New Series, Glenbrook five-passenger, Town Car seven-passenger, or the New Series Limousine seven-passenger model, you ride straight to the goal of quality.

These cars represent the fruit of ten years of manufacturing-experience—a decade of steadfast effort to give the greatest possible value for the money.

Paige Detroit Motor Car Company, Detroit, Michigan

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6.55 Town Car	7-passenger
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Goodrich Silvertown Cord Tires are Comfort-Giving and Strain-Absorbing. Resiliency is produced by the construction of Layers of Cord made of the best Sea Island Cotton impregnated with Pure Live Rubber. Moulded by internal air pressure, Even Tension is given to each part and Uniform Lasting Wear to the entire carcass.

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Motorcycling In England Taken Up By People Of Middle Age, Says Writer

BY A MOTOR-CYCLIST
(In The London Daily Mail)

At the last show the interest displayed in the side-car and motor-cycle by men and women over 50 was remarkable, but no one could determine whether it was simply an interest taken in the sport of the young or forecasted a new class of side-car user. The roads now provide the evidence then lacking.

Each week-end more side-car machines are to be seen driven by men nearer the 60 than the 50 mark with the car occupied by a woman companion of about the same age. The change is noticeable everywhere.

It is because of this new class of road-user that the deterioration of road manners has become such an important matter. The spirit of "give and take" of the old days when a motorist was in sympathy with all the "brotherhood of the road" stood for, has given place to a regrettable selfishness. Tolerance, humor and good will are almost unknown now with many road users, who have adopted a crabbish, not to say churlish, attitude.

Since I first spoke of the evil in this column a year ago, matters have become worse, not better. Never have I known such general road discourtesy. Bicyclists ride four abreast with hands resting on the shoulder of the rider next to them, occupying half the road space and immobilizing the rest. "Speed" is the watchword, and "blame" is the cry. The "blame" is usually directed at the motorist, who is blamed for the "blame" of the bicyclist. The "blame" is usually directed at the motorist, who is blamed for the "blame" of the bicyclist.

Then there is the new owner of the larger car who has neither a love for his engine nor a knowledge of road rules, and will not trouble to learn. Many of his type hug the center of the main or secondary road and keep it, causing bad temper all round. Lastly, there is the char-a-bancs, undoubtedly the most awkward and dangerous vehicle today, ridden with a human freight with the "spirit of mischief" well developed, who deliberately blame the driver into holding back, and keep belittling sarcasm at the unfortunate motor-cyclist, bicyclist, or motorist, already choked with dust sucked up by their monster.

In the last seven months I have driven 5,000 miles on various types of motor-cycles and runabouts, and looking back over my experiences I say without hesitation that the only two classes of drivers who, in the open country, have consideration for other users and know the rules, are painless and irritating andy's and taxicab drivers. The result of all these bad road manners is a vicious circle of irritation and reprisals.

The chief sufferers through this new road Bolshevism are bicyclists and motor-cyclists. They cannot always hug the left-hand channel and they are the victims of abominable tricks of all kinds. Many who have been on the road since motors were in their infancy are wondering where this is all going to end.

In The Daily Mail last Tuesday there was a suggestion of motor-bikes to keep heavy vehicles to suitable roads instead of allowing them to be driven through narrow roads peculiar to mountainous districts and beauty spots, and also to bring to book reckless and wantonly ill-mannered motor-cyclists. It may come to that in the future, but I think an improvement would be brought about by the adoption of the following four suggestions:

The Ministry of Transport to take legal steps to confine vehicles over a certain weight and over-all width to the main roads. The fitting of observation mirrors to be made compulsory on all transport, not excluding bicycles.

The compulsory employment of a lookout man at the rear of heavy lorries over the 30cwt. limit, and steam wagons with trailers, as was necessary with Army vehicles.

The Royal Automobile Club, the Automobile Association, and the Auto-Cycle Union to combine their road guide forces and to report instances of bad driving.

The adoption of this last suggestion alone would have a very salutary effect.

I know there are a good many motor-cyclists who, like me, have not much faith in a mirror alone as a remedy of the evil. No doubt some of the narrow shaves they have had have been due to the driver of the heavy vehicle not being aware of their presence, but a tremendous amount of deliberate obstruction goes on. Some of the drivers seem to have an utter aversion from motor-cyclists, men and women of their own class. I have had too many escapes from trouble to be unbiased. With side-car and solo I have had to ride for a mile or two behind some of these fearsome vehicles, choked with their dust, to the amusement of about 40 passengers. When riding solo it has usually ended in exasperation and a blind rush through the dust screen, just scraping through.

If the massive thing is coming towards you it is a case of taking the plunge, hugging the ditch, and risking a spill, or being just missed by an inch.

The much-discussed motor-cycling Tourist Trophy races have been run, and so far from being the failure that some dim-sighted critics felt, they were the most successful in the history of this classic road race. The public interest was greater than it has ever been, and the performances of the machines were amazingly good. Records were broken all round.

Owing to their successful participation in these races more than one of next year's machines will have something more to its mechanical credit than a rivals and will make a far greater appeal to the riding public. The Tourist Trophy is by far the finest spur to progress in motor-cycling competitions, for it combines the most strenuous road test with the high speed of the track. It is an "all out" race, not a 20 miles an hour "reliability trial" race.

In the Senior I doubt if any other machine could have wrested the laurels from the Sunbeam and Nortons, and in the Junior, given average luck, I still think the "A. J. S." would again win. In the "baby" class for The Motor Cycle Cup I know of no other true lightweight in the same class as the Levis. The Senior records established last week, I think, stand for a long time.

Some people have quite a wrong idea of the outstanding object of the races. They are not, and never were, intended as a reliability trial alone. Their great object is the improvement of the breed, an incentive to progress, to experiment. If makers neglected the experimental and kept their eye only on production, there would quickly be stagnation in motor-cycles. But for the "T. T." the design of motor-cycles would not have reached the stage it has. Today they are not perfect.

To suggest making these races a competition for "stock machines" is to misjudge the whole reason for the events. Some who opposed the holding of the races are speaking in a vein of cheap wit and sarcasm about Cyril Williams in the "Junior," "pushing" his "A. J. S." home for the last "few" miles. That is an unjust way of referring to what actually occurred. Most motor-cyclists will know how to appraise such comment.

Williams was but two miles from home in a course of 187½ miles, and was so far ahead on time that he could still cross the line first. As for technical lessons, in a good many machines, "Babies," "Juniors" and "Seniors," secret fittings making for greater efficiency were tried out. In one machine alone a technical reform proved so valuable that a good many rivals would like to know the secret.

Some talk about the special machines of the Tourist Trophy race delaying production. The argument does not hold much water. Every important firm has its experimental shop quite apart from its ordinary production organisation. The order books of most of the firms competing were, and are, as full to overflowing as any in the trade.

One wag has described motor-cycling events as "win, tie, or wrangle competition." And his description would almost seem to fit the present-day spirit.

Demand For Bicycles

Editor, THE CHINA PRESS.
Sir.—Statements have appeared in the public press to the effect that there is a "slump" in the sale of bicycles; these are so totally at variance with the facts, and calculated to give such an erroneous impression, that we feel compelled to ask for sufficient space to place the actual position before your readers.

It has been asserted that this season "will be one of the worst in the history of the trade." If the sales of shoddy bicycles are referred to this is perhaps correct, and that is all to the good. 1920 has been a remarkable year—it has proved to be the year of discrimination in bicycle buying. Reports are that it is being found increasingly difficult to dispose of what were once known as "gaspipe bicycles," i.e., machines merely built to sell and not to be ridden. For this we have to thank the press in general, which has constantly impressed on the public the necessity for discrimination in bicycle buying. More than that, once the attention of the public has been turned upon the need for quality in a bicycle, the public goes farther and demands the highest quality.

Now turning to our own case, for thirty years and more we have preached quality in the bicycles. There has never been a Raleigh

Davis To Handle Used Motors For Central Garage



JOHN W. DAVIS

John W. Davis, familiarly known along Shanghai Auto Row as "Jawn," has joined the forces of the Central Garage Company as manager of their Used Car Department. This department is being established by Mr. Davis along the most modern lines.

Mr. Davis is thoroughly versed in the used car business and sees a fertile field here. Although he has been in Shanghai but a short time the new addition to the Motor Colony has made many friends.

Before coming to Shanghai Mr. Davis was connected with the Pacific Commercial Export Company of Honolulu as general manager previous to which he was with some of the larger auto sales organizations in the States.

I am most optimistic about the automobile future in Shanghai, said Davis, "and predict that the Central Garage Company will be the largest organization dealing in automobile products in China within the next year."

turned out which was not high-grade. Often we have been approached to produce a so-called "cheap machine," but we have steadfastly declined on the ground that the best is always cheapest in the end. What is the result? Although our prices today are practically double what they were in 1914, we shall beat all records in production this year. Our record output was in 1914, when we produced 59,219 bicycles. There are still two months of our financial year to go, but we still beat that record handsomely this year, which

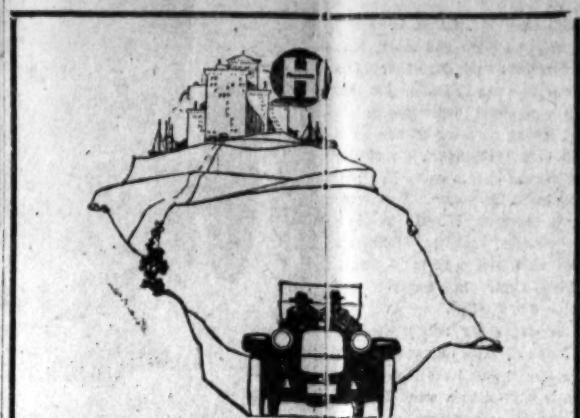
shows that there is no "slump" in the public appreciation of Raleighs. A comparison is drawn with motor-cycles, and we are told that, with bicycles at "something like £25," the public is turning to "second-hand motor-cycles, many of which can be obtained at only a few pounds more." We have taken from the current issue of The Motor Cycle the prices of 357 solo motor-cycles of leading makes, advertised in its columns of second-hand machines for sale; many of these are machines six and seven

years old, and the average price thus shown is £73 9s. 7d. Our highest-grade model, complete with Sturmey-Archer three-speed gear, Dunlop tires, etc., costs today £22 9s. 6d., new, or less than a third of the average price of a second-hand motor bicycle today! Our second model, without Sturmey-Archer gear, costs £15 16s.—less than a fourth of the price of a second-hand motor bicycle, on average. TRADE BIRSK AT HOME A final misstatement is that any manufacturers who are maintaining

their position are doing so because of the foreign and colonial trade. We are pleased to say that, whilst our export trade has been most satisfactory this year, our home trade has beaten the record of 1914. There is a moral in all this which might be studied by manufacturers and retailers in all industries. Whatever Carlyle may have said, the British public are not "mostly fools." Barnum was probably nearer the truth when he said that "you cannot fool all the people all the

time." What has happened is that the public has learnt to discriminate in bicycles. High quality is the best policy for us as a producing nation in the future, as it has been in the past, and on the maintenance of the British reputation for that rests the strength, the solidarity and the future prosperity of our Empire. Yours, etc., The Raleigh Cycle Co., Ltd., Nottingham, June 9, 1920.

MEND WATER JACKETS
A cracked water jacket mended at home, if the car is in a moderately handy work. Drill a small hole at each end of the crack and tap it for a copper plug. Next scrape surface near the crack until metal is bright. Cover the plug with soft copper filings and then in with a blow torch. A flux of rosin dissolved in alcohol.



People prefer the Hupmobile for its unusual power and performance, its unusual economy, its unusually long life, its unusual freedom from repairs, its unusually high second-sale value. They prefer it, not because it excels in any one of these things, but because it excels in combining them all.

STANDARD EQUIPMENT

5-seater Touring or 2-seater Roadster body.	Ammeter
Speedometer	Foot and robe rails
Electric starter	Tyre carrier—extra rim
Head, tail and dash board lights.	Side curtains—door curtain carriers.
Rain-vision windscreen	Tonneau carpet
Fuel gauge	Hood (black or khaki)
Oil pressure gauge	Grease gun
Electric horn	Pump, jack, full set of tools.

The Shanghai Garage Co., Ltd.
125 Bubbling Well Road.

Ownings & Operating
Eastern Garage
4 Soochow Road,
Shanghai.

Ownings & Operating
Star Garage
125 Bubbling Well Rd.,
Shanghai.

Hupmobile



The Gordon Tire isn't one of the quantity production tires. Gordons are made rather slowly—one at a time and each one right—truly custom built.

We are selling Gordon Tires, all popular sizes, direct to Motor Car Owners.

Keep your tires inflated to their specified pressure
It will pay you.



MUSTARD & CO.
2 Museum Road

Shanghai



You may be a careful driver BUT— How about the other fellow?

No matter how careful—how expert a motorist you may be, you need insurance which fully protects you against unavoidable accidents.

In a collision, "the other fellow" may be clearly at fault. Again, many wrecks occur in which no blame can fairly be attached to anyone.

Be sure that your automobile insurance protects you from any possible loss, otherwise you run the chance of losing part, possibly all, of your possessions in a suit for damages.

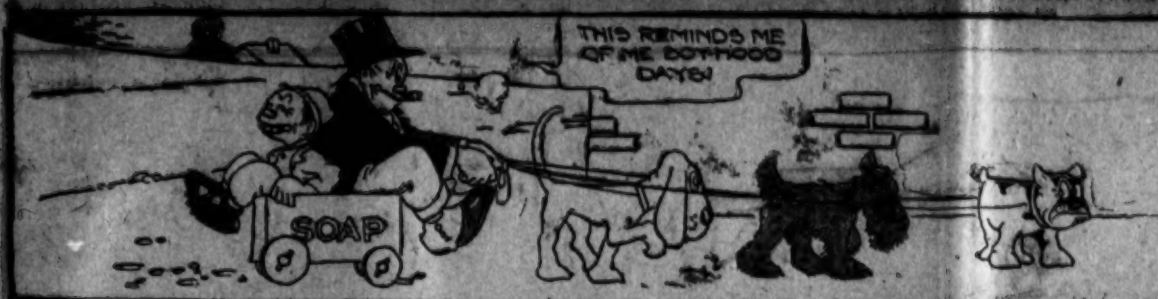
The Excess Insurance Company will relieve you of the responsibility for the cost of the small annual premium.

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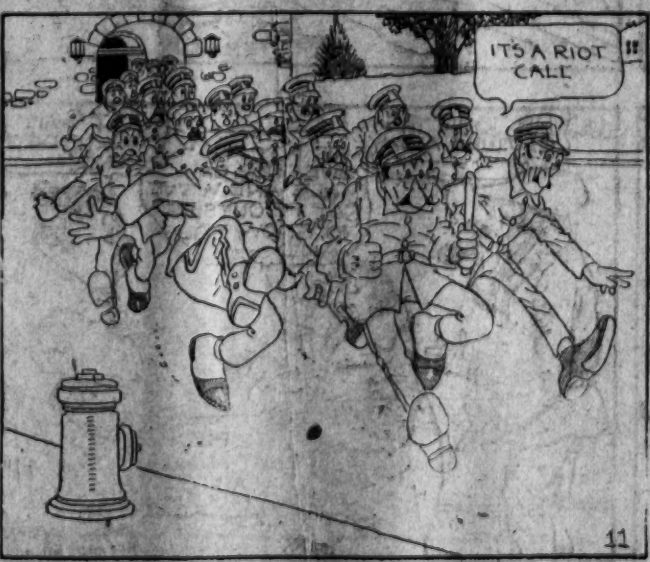
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Comic Picture Section

Sunday, August 29th, 1920

Bringing Up Father





Little Jimmy

